

PACIFIC MOTOR BOAT

Magazine
of Boating
and
Yachting

Handbook NUMBER



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PACIFIC MOTOR BOAT

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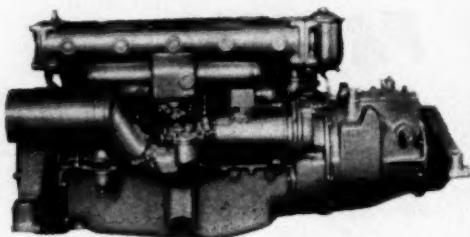
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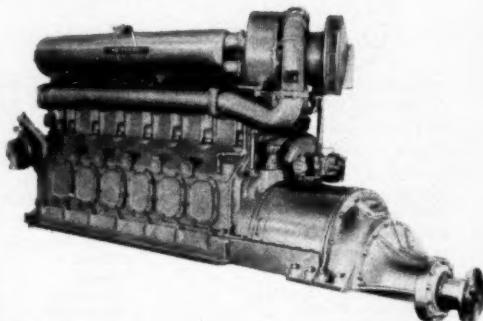
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DIESEL - GASOLINE ENGINES



Distances on the Pacific—1

Distances in nautical miles from ports in British Columbia to ports on the west coast of the United States and in Alaska

	Balboa, Canal Zone	San Fran- cisco, Calif.	Port- land, Oreg.	Cape Flat- tery, Wash.	Seattle, Wash.	Tacoma, Wash.	Hyder, Alaska (via inside route)	Ketch- ikan, Alaska (via inside route)
Victoria, British Columbia.....	3,969	745	296	61	70	90	629	596
Vancouver, British Columbia.....	4,037	813	364	129	125	145	586	553
Nanaimo, British Columbia.....	4,040	816	367	132	128	148	560	527
Prince Rupert, British Columbia.....	4,427	1,220	1,822	-----	573	593	122	90

¹Via Dixon Entrance and Brown Passage; subtract 115 miles for distances via Hecate Strait.

NOTES:—For distances from British Columbia ports to other ports in Alaska, add distances from the former to Ketchikan in this table and the distances from Ketchikan to the other Alaskan ports is given in Table 2.

To obtain the distance from a port in British Columbia to a port on the Pacific coast of the United States south of Cape Flattery, add distances to Cape Flattery in this table and in Table 3.

Distances from ports in British Columbia to Alaskan ports, via Strait of Juan de Fuca and thence outside may be obtained by adding distances to Cape Flattery in this table to distances from Juan de Fuca entrance to Alaskan ports as given in Table 2.

SOURCE: Distances Between U. S. Ports. 1938. U. S. Coast & Geodetic Survey.



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DISTANCES ON THE PACIFIC-2

Distances in nautical miles between ports in Alaska and from Alaskan ports to Seattle, Portland, and San Francisco

Via Sumner Strait and Cape Ommaney.

Alaska are via

are

卷之三

Distances to Latouche (various) are via Hinchimbrook route to Cape Hinchimbrook.

Distances on the Pacific-3

Distances in nautical miles between ports on the Pacific coast of the United States

DISTANCES ON THE PACIFIC—4

Distances in nautical miles between ports on the Pacific coast of the United States

From—	To—	Cape Flattery miles 325° rule from Point Robinson	Juan de Fuca entrance rule 35° from entrance to 5 miles 35° rule from lighthouse	Bellingham rule 35° from entrance to 5 miles 35° rule from lighthouse	Anacortes rule 35° from entrance to 5 miles 35° rule from lighthouse	Bellingham rule 35° from entrance to 5 miles 35° rule from lighthouse	Bremerton rule 35° from entrance to 5 miles 35° rule from lighthouse	Dupont rule 35° from entrance to 5 miles 35° rule from lighthouse	Everett rule 35° from entrance to 5 miles 35° rule from lighthouse	Mukilteo rule 35° from entrance to 5 miles 35° rule from lighthouse	Olympia rule 35° from entrance to 5 miles 35° rule from lighthouse	Port Gamble rule 35° from entrance to 5 miles 35° rule from lighthouse	Port Ludlow rule 35° from entrance to 5 miles 35° rule from lighthouse	Point Townsend rule 35° from entrance to 5 miles 35° rule from lighthouse	Seattle rule 35° from entrance to 5 miles 35° rule from lighthouse	Tacoma rule 35° from entrance to 5 miles 35° rule from lighthouse		
Cape Flattery	107	92	107	113	73	132	153	123	115	111	169	63	103	99	87	111	124	144
Juan de Fuca entrance	107	92	107	113	73	132	153	123	115	111	169	63	103	99	87	111	124	144
Anacortes	92	92	18	36	25	73	94	64	58	56	110	41	46	42	29	52	65	85
Bellingham	107	18	37	37	14	102	124	94	88	86	110	66	75	58	44	31	54	67
Blaine	113	113	36	37	28	14	75	96	67	60	98	112	26	45	44	31	54	67
Boundary Line (Lime Kiln)	73	73	25	28	14	75	96	67	60	58	112	112	26	45	44	31	54	67
Bremerton	132	73	87	102	75	36	36	13	36	34	52	76	42	38	47	22	14	28
Dupont	133	73	94	108	124	96	124	96	124	96	16	62	62	58	67	42	34	20
Eagle Harbor	123	64	78	94	67	13	34	28	25	25	50	66	33	30	38	13	8	26
Everett	115	58	72	88	60	36	57	28	4	4	72	61	26	23	32	15	28	48
Mukilteo	111	56	70	86	58	34	54	25	25	4	70	58	24	20	30	12	26	46
Olympia	169	110	124	140	112	52	16	50	72	70	114	78	74	63	58	50	35	35
Port Angeles	63	63	41	55	66	26	76	96	66	61	58	114	48	44	32	65	67	87
Port Gamble	103	46	50	75	48	42	62	33	26	24	78	48	48	48	8	19	21	34
Port Ludlow	90	90	42	56	72	44	38	53	30	23	20	74	44	44	8	16	18	30
Point Townsend	87	87	29	43	58	31	47	67	38	32	30	83	32	19	16	26	38	58
Seattle	111	111	52	66	82	54	42	13	15	12	58	55	21	18	18	14	34	34
Tacoma	124	65	79	94	67	14	34	8	28	26	50	67	34	30	38	14	25	25
	144	144	85	99	114	87	28	20	26	48	46	35	35	37	54	50	58	34
																		25

Distances to Olympia and Dupont are via Cloues Passage, except from Tacoma.

Distances to Tacoma are via Point Robinson.

For distances to Olympia via Nisqually Reach add 2½ miles, except Dupont.

For distances from all ports via Rosario Strait to boundary line off Patos Island, add 18 miles to distance abreast of Lime Kiln.

RULES OF THE ROAD

RULE OF GOOD SEAMANSHIP

Good seamanship is defined as the practice of every precaution which may be required by the ordinary practice of a prudent and careful navigator. The first requirement of good seamanship is obedience to rules of the road. Good seamanship requires the safe conduct of the vessel under ordinary rules or under the rule of special circumstances.

Each set of statutory rules for various navigable waters of the United States state the rule of good seamanship in the same words:

"Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to carry a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case."

International, Inland and Pilot Rules

Three sets of regulations for the prevention of collisions apply to vessels operating in Pacific Ocean, coastal and inland waters. These are the International Rules, Inland Rules and Pilot Rules. The first two are statutory, while the Pilot Rules are regulations established by the U. S. Coast Guard for navigating certain harbors, rivers and inland waters of the United States and its territories. These regulations may be obtained from the Coast Guard.

For many entrances to harbors, bays, and estuaries, specific lines of demarcation between the high seas and inland waters have been laid down. When not prescribed, the International Rules apply outside of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation or any system of aids.

Waters wholly within a state may come under the jurisdiction of that state and in that case the federal Rules may not apply. In such case the navigation laws of the state will apply.

Application of Rules

The Rules of the Road are designed to prevent collisions of vessels. These rules are applicable whenever danger of collision exists. These rules apply to all types of vessels when underway. A vessel is under way when she is not at anchor, or made fast to the shore, or aground. Under the various rules, a

"steam vessel" shall include any vessel propelled by machinery, and will be referred to in the following paragraphs as motor vessels.

COMPARISON OF VARIOUS RULES

Rules of Inland Waters, International Rules, and Pilot Rules, have a surprising degree of uniformity in principle, despite numerous differences in detail. The following situations are treated as uniform:

- Approaching motor vessels in good visibility are classified into three situations: meeting, overtaking, and crossing.
- Approaching sailing vessels are classified and required to pass one another in accordance with their course in respect to the direction of the wind which propels them both.

3. The rules in fog are uniform in the following: All vessels are required to give notice of their approach by signals on the whistle, siren, or fog horn, and these signals must be given at frequent intervals. Vessels in fog must go at moderate speed, which has been defined as bare steerageway, or at such speed as will enable the vessel to come to a standstill in half the distance of visibility.

- Nothing in the various Rules shall exonerate any vessel, or the owner or master or crew, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary

practice of seamen, or by the special circumstances of the case.

5. The rules are alike in recognizing that situations may arise where specific rules will not work, and where departure from these rules is accordingly necessary.

The most important differences in the several sets of Rules are found in the use of whistle signals, both in clear and good weather, and in running and anchor lights and day signals required for various types of vessels in different jur-

isdictions. An accurate knowledge of the International, Inland, and Pilot Rules should be minimum equipment for officers of such vessels. Copies of the Pilot Rules may be obtained free of charge from the Coast Guard.

It should be noted that an Act of Congress, April 25, 1940, amended the Inland Rules to some extent, principally in regard to lights required to be carried by every vessel propelled by machinery and not more than 65 feet in length except towboats and tugs.

RIGHT OF WAY

PRIVILEGE AND BURDEN

In setting forth the right of way for motor craft, the various Rules designate the vessel which holds the right of way, under normal situations, as the privileged vessel. The privileged vessel is required to continue exactly as she is doing from the time risk of collision begins until the vessels are finally past and clear.

The court interpretation of holding course and speed has been held to be such course and speed as would normally have been followed by the privileged vessel in navigating in localities where changes in compass headings and speed are necessary.

The vessel which is required to take positive action to prevent collision is the burdened vessel, and under various situations the rules require the burdened vessel to keep clear, to avoid crossing ahead, and to reduce speed, stop or reverse.

Despite the initial requirement that the privileged vessel hold her course and speed, the Rules make it clear that she does not exercise this duty right into collision itself. As soon as it is apparent that collision will be inevitable if the privileged vessel continues to hold her course and speed, she is required to take action to avert collision.

MEETING SITUATION

Two vessels are said to be meeting if their courses are substantially, or within a point or two of, opposite, or if, as in the case of a winding river, they will become opposite at the point where they meet, even though they may at first sight each other at right angles. In open water, under all Rules alike, meeting vessels are required to pass port to port, unless they are already so far to the

starboard of each other that they will clear on that side a safe distance without changing course. In order that they may pass safely port to port, a sufficient change of course to the right is required of both vessels, not in the jaws of collision, but at such a safe distance apart and a sufficient number of degrees to avoid even getting into dangerous proximity.

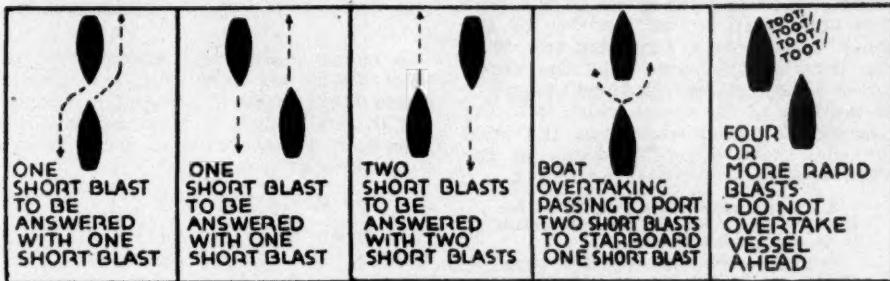
CROSSING SITUATION

Two motor vessels are said to be crossing when one approaches the other on either side from a point or two in the bow or two points abaft the beam. A "point" as expressed here, is $1\frac{1}{4}$ compass degrees.

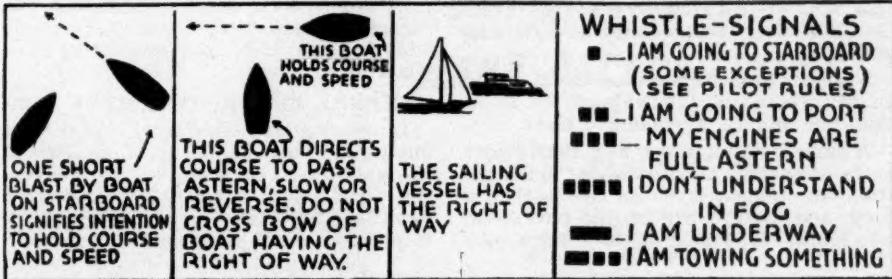
When two vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other. In this instance, the burdened vessel must slacken her speed, stop, or reverse, or change her course to the right so that the danger of collision no longer exists. Risk of collision can be said to exist when the relative compass bearing of an approaching vessel does not appreciably change.

Under Inland and Pilot Rules in the crossing situation, the privileged vessel (the vessel which has the other on her port side) signifies her intention to hold her course and speed by one short blast of the whistle, which the burdened vessel answers by a short blast of the whistle. If, when two vessels are approaching each other, either vessel fails to understand the course and intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the whistle, which is the danger signal.

Situations from the Pilot Rules



Left to right: 1. Approaching head on, both alter course to the right and pass on port side. 2. Both vessels passing to port, ruleable here, each pilot having signaled his intention. 3. Passing to starboard, ruleable here after each pilot has signaled his intention. 4. Overtaking vessel may



pass to starboard or port after the necessary signals are given, with the assent of the overtaken vessel. 5. Two vessels approaching at right angles in such a manner as to involve risk of collision. FOR COMPLETE RULINGS SEE YOUR COPY OF PILOT RULES.

OVERTAKING SITUATION

An overtaken vessel is one going in the same direction, or within six points ($67\frac{1}{2}^\circ$) of the same direction, as a slower vessel ahead. The rules are uniform in recognizing that the leading vessel was there first, and that the overtaking vessel must take positive action to keep clear of her as long as the risk of collision remains. It is a situation of privilege and burden, with the accompanying obligations of the privileged vessel to keep her course and speed, and of the burdened vessel to take all the positive action necessary to keep clear. This principle of privilege and burden is common to all sets of Rules, not only in the overtaking situation but when two steam vessels are crossing, when a steam vessel meets a sailing vessel, and when one ordinary sailing vessel approaches another. A sailing vessel, which under all other conditions has the right of way over motor vessels, is the burdened vessel if overtaking a motor vessel, and must keep clear.

FISHING VESSELS

Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, lines, or trawls. This Rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

SAILING OVER MOTOR VESSELS

When a motor vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the motor vessel shall keep out of the way of the sailing vessel. However, if a vessel is proceeding by sail and motor, it shall be considered a motor vessel.

SAILING VESSELS

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other. A vessel which is running free shall keep out of the way of a vessel which is closehauled. A vessel which is closehauled on the port

tack shall keep out of the way of a vessel which is closehauled on the starboard tack. When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other. When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward. A vessel which has the wind aft shall keep out of the way of the other vessel.

A sailing vessel is said to be on the starboard tack when the wind comes in on the starboard side.

Sailing vessels and vessels running under sail do not use whistle signals to indicate their course of action.

FOG SIGNALS

In fog, mist, falling snow, or heavy rain storms, whether by day or night, the following sound signals shall be given:

A motor vessel under way shall sound on her whistle at intervals of not more than one minute, a prolonged blast.

A sailing vessel under way shall sound on her fog horn at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession; and when with

the wind abaft the beam, three blasts in succession.

A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

A motor vessel when towing shall, at intervals of not more than one minute, sound three blasts in succession consisting of one prolonged blast followed by two short blasts. A vessel being towed may also give this signal.

WHISTLE SIGNALS

A short blast of the whistle shall mean a blast of about one second's duration.

A prolonged blast of the whistle shall mean a blast of from four to six second's duration.

Steam vessels are forbidden to use "cross signals," that is, answering one whistle with two, and answering two whistles with one.

GENERAL PRUDENTIAL RULE

In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Compass Pointers

A true course is the angle a ship's track makes with the true meridian.

A magnetic course is the angle a ship's track makes with the magnetic meridian.

A compass course is the course actually shown by the ship's compass influenced by variation and deviation, if there is any.

Variation is the angle at any place between the true and magnetic meridians or the amount the needle is pulled to the right or left of true north. It is the angle measured at the place of the observer between the earth's nearest true and magnetic poles.

Deviation of the compass is the error of the compass caused by magnetic influences within the ship and is the amount that the north point of the compass needle is pulled to the right or left of magnetic north.

Compass error is the algebraic sum of variation and deviation.

The lubber's line is a fine black line painted on the inner forward side of the compass bowl. Upon installation of the compass in the ship the lubber's line is carefully aligned parallel to the fore and aft line of the ship with reference to the center of the compass card.

Compass cards are usually graduated in degrees, from 0 to 360. The card may be also marked off in 32 points, the angle between two adjacent points being $11\frac{1}{4}$ degrees. Naming the 32 points of the compass starting at north and going around to the right is called "boxing the compass."

A compass deviation card is a table of remaining errors of compass deviation after the

compass has been installed and deviation errors compensated as much as possible.

Keep magnetic influences as far as possible from the compass. Wiring near the compass should have the negative and positive wires twisted together.

RECOMMENDED COMPASS SIZES

Length of Boat	Maximum Size Compass
Under 25'	2 $\frac{1}{4}$ "
25' and over	3" or 4"
35' and over	4" or 5"
50' and over	5" or 6"
75' and over	7" or over

To determine the minimum size compass for a boat, divide the length of the boat by 10, and the answer will be the number of inches diameter of the minimum size compass recommended.

CORRECTING A COMPASS COURSE

When applying variation to a true course to obtain a magnetic course, easterly deviation is applied to the left or subtracted.

When applying deviation to a compass course to obtain a magnetic course, westerly deviation is applied to the left or subtracted. When applying variation to a magnetic course to obtain a true course, westerly variation is applied to the left or subtracted.



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PILOTHOUSE LORE . . .

KNOW YOUR SPEED

One of the first and most important things that a boat owner should do is to run his boat over an official measured course and determine his speed. Without knowing it definitely, intelligent logging on any given course is impossible. Performance estimates are often exaggerated by wishful thinking. The boat owner should know the facts as to regular cruising speed, maximum speed and speeds at various numbers of engine revolutions. The charts are generally very accurate on distances but if the owner's own idea of his speed is not definite his logging is bound to be in error that may lead to trouble sooner or later. In almost every important harbor along the coast are measured mile courses where at slack tide the new boat owner may in short order determine his speed exactly. It also pays to check every so often in case marine growth or other factors may slow the vessel down at a later date.

DRAFT IN FRESH AND SALT WATER

The weight of salt water is 64 lbs. and of fresh water 62.43 lbs. to the cubic foot. In passing from salt to fresh water the volume of displacement therefore increases .0251. With L equalling L.W.L. in ft., B equalling beam on L.W.L. in feet, D displace in cubic feet of salt water and X displacement in long tons, A, the increase in draft in feet equals 1.26 times X divided by L times B. To figure increase in draft by inches, 12 A equals 15.1 times X divided by L times B.

SAILING STEERING ORDERS

Close Hauled—Same as "Full-and-By".

Ease the Helm—To reduce the amount of helm.

Full-and-By—As close to the wind as a vessel will lay and keep her sails full.

Helm Down—To bring the vessel nearer the wind.

Helm Up—To let the vessel go off from the wind.

Make the Course Good—When running before the wind and yawing, to manage the helm so that the vessel will deviate as much on one side of the course as on the other—the middle point being the course given to the helmsman.

Meet Her—To reverse the helm and check the swing of the vessel's head.

No Higher—Not to bring the vessel any closer to the wind.

Nothing Off—Not to allow the vessel to go any further off the wind.

Pinch Her—To put the helm down sufficiently to shudder the sails.

Rap Full—To keep away from the wind enough to make all the sails draw well.

Steady—To hold the vessel as she pointed when the order was given.

Right Rudder—To put the rudder towards the right hand or starboard side of the vessel.

Left Rudder—To put the rudder towards the left hand or port side of the vessel.

HEAVING LINES

In many cases, when a motor boat is brought correctly up to a dock, there is no need for heaving lines ashore as members of the crew can step ashore and make fast. In tidal currents, going through canals or when picking up a tow, it is quite necessary to get quick action and do it correctly. Underway the spring lines had best be stowed in the lockers, but they should be kept neatly coiled so as to be ready for instant use. Approaching a land they should be brought on deck in plenty of time so as to have everything ready. Spring lines do not need to be heavy and they will carry a long ways if heaved correctly. Half of the coil should be held in the left hand, free to run when released, and the other half held loosely in the right hand, with the heaving end and the first coils on the outside. So handled, the loops should all uncoil naturally in the air, without fouling into a knot or falling short. In picking up a tow, where a heavier line is going to be necessary, use the light spring line to heave, following with the towing line.

RUDDER ACTION

To an old hand, the handling and feel of a boat in steering becomes instinctive. For a beginner, who has to stop and think, however, it is well to get the facts memorized, and to know without trying that left rudder under headway turns the stern of a boat to starboard and the bow to port; the right rudder turns stern to port, bow to starboard. Backing up, left rudder turns stern to port, bow to starboard, and right rudder stern to starboard, bow to port. With insufficient headway or sternway, of course, action is often erratic.

When backing down there is a tendency of a right-handed propeller to swing the stern of a motor boat to port. This is an advantage in making port-side landings but not always helpful otherwise. Power boat rudders are comparatively small, and when deprived of the propeller stream can exert little ef-

fective steering control. In some boats if it is necessary to back up any distance, it must be done by degrees, by pulling ahead as often as necessary to straighten up.

When backing down a left-handed propeller has a tendency to swing the stern of a motor boat to starboard.

U. S. WEATHER SIGNALS

Storm Warning (a red flag, eight feet square with black center, three feet square) **Red Pennant**.

White Pennant (eight feet hoist and fifteen feet fly).

Signals should be read from the top of the staff downward. These signals indicate the other forecasts for the twenty-four hours commencing at 8 o'clock a. m.

The following explanation is made by the weather bureau of small craft, storm and hurricane warnings:

The Small Craft Warning—A red pennant indicates that moderately strong winds that will interfere with the safe operation of small craft are expected. No night display of small craft warnings is made.

The Northwest Storm Warning—A red pennant above a square red flag with black center displayed by day, or two red lanterns, one above the other, displayed by night, indicate the approach of a storm of marked violence with winds beginning from the northwest.

The Southeast Storm Warning—A red pennant below a square red flag with black center displayed by day, or one red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the southeast.

The Southwest Storm Warning—A white pennant below a square red flag with black center displayed by day, or a white lantern below a red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the southwest.

The Northwest Storm Warning — A white pennant above a square red flag with a black center displayed by day, or a white lantern above a red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the north-west.

Hurricane, or Whole Gale Warning — Two square flags, red with black centers one above the other, displayed by day, or two red lanterns, with a white lantern between, displayed by night, indicates the approach of a tropical hurricane, or one of the extremely severe and dangerous storms which occasionally occur.

WIND AND SOUND

The direction of the wind is designated by the point of the compass from which it blows. All winds are caused directly or indirectly by changes in temperature. The rotation of the earth alone produces no permanent wind because the atmosphere has the same velocity of rotation as that of the portion of the earth upon which it rests, but the earth's rotation materially modifies the operation of other disturbing causes.

Sound is conveyed in a very capricious way through the atmosphere. Apart from the wind, large areas of silence have been found in different directions and different distances from the signals, in some instances even when in close proximity to the sound signal. The mariner should not assume:

1. That he is out of ordinary hearing distance because he fails to hear the sound.
2. That because he hears a fog-signal faintly, he is a great distance away from it.
3. That he is near it because he hears the sound plainly.
4. That the distance from and the intensity of the sound on any one occasion is a guide to him for any future occasion.

DETERMINING DISTANCE BY ECHO

Cruising up a narrow passage with steep cliffs on each side, in thick weather, blow a short blast on the whistle and with a stop watch or the second hand of a regular watch note the elapsed time. Say that it took 8 seconds for the sound to leave the whistle and the echo to return. That means that half of this time, or 4 seconds, was the time it took the sound to leave the vessel and reach the cliff from which the sound rebounded and another 4 seconds for the echo to reach the ship. Using the approximation of 1,000 feet per second for the speed of sound, the distance the vessel was off the cliff was 4 times 1000 feet, or approximately $\frac{1}{2}$ of a nautical mile.

Deg. Temp. Fahr.	Feet per Sec.	Deg. Temp. Fahr.	Feet per Sec.
-20	1074	42	1105
-18	1075	44	1106
-16	1076	46	1107
-14	1077	48	1108
-12	1078	50	1109
-10	1079	52	1110
-8	1080	54	1111
-6	1081	56	1112
-4	1082	58	1113
-2	1083	60	1114
Zero	1084	62	1115
2	1085	64	1116
4	1086	66	1117
6	1087	68	1118
8	1088	70	1119
10	1089	72	1120
12	1090	74	1121
14	1091	76	1122
16	1092	78	1123
18	1093	80	1124
20	1094	82	1125
22	1095	84	1126
24	1096	86	1127
26	1097	88	1128
28	1098	90	1129
30	1099	92	1130
32	1100	94	1131
34	1101	96	1132
36	1102	98	1133
38	1103	100	1134
40	1104	102	1135

When and Where To Fly Flags

POWER BOATS

Flag	When Flown	Motor Boat with Bow and Stern Staffs Only	Motor Boat with Bow and Stern Staffs and Signal Mast	Motor Boat With 2 Masts
Yacht Ensign	8 a.m. to sundown	Aft.	Aft.	Aft.
Club Pennant	8 a.m. to sundown	Bow at anchor	Bow.	Foremast.
Private Signal	8 a.m. to sundown	Bow underway	Masthead.	Mainmast.
Flag Officer's Flag	Day and night when in commission.	In place of Club Flag or private signal.	In place of Private Signal or Night Pennant.	In place of Private Signal.
Jack	At anchor on Sundays and holidays and 8 a.m. to sundown.			Jack staff.
Absent Flag	During daylight during absence of owner from boat.		Starboard yard-arm.	Starboard main yardarm.
Guest Flag	During daylight when owner is absent but guests are on board.		Starboard yard-arm.	Starboard main yardarm.
Owner's Meal Flag	During daylight during meal hours of owner, when at anchor.		Starboard yard-arm.	Starboard main yardarm.
Crew's Meal Pennant	During daylight during meal hours of crew when at anchor.			Port fore yard-arm.
Night Pennant	From sundown to 8 a.m.		Masthead except when on flag officer's boats.	Main masthead except on flag officer's boats when night pennant is flown at foremast head.
Church Flag	During divine service on board.	Over ensign.	Over ensign.	Over ensign.

Flag	When Flown	Staff With Yardarm	Staff With Gaff	Staff With Gaff and Yardarm or Spreader
American Ensign*	8 a.m. to sundown	Starboard yard-arm.	Gaff.	Gaff.
Club Pennant	8 a.m. to sundown	Masthead.	Masthead.	Masthead.
Officers Flag	8 a.m. to sundown during presence of flag officer on grounds or at anchorage.	Port (1) yardarm.		Port yardarm.
Jack	8 a.m. to sundown Sundays and holidays only.	Port yardarm.		Starboard yard-arm.

(1)—Except on Sundays and Holidays.

*Note—The American National ensign and not the yacht ensign should be flown.

When and Where To Fly Flags

SAIL AND AUXILIARY BOATS

Flag	When Flown	Sloops and Cutters	Yaws & Ketches	Schooner of Two or More Masts
Yacht Ensign	8 A. M. to Sundown	At Anchor:—Stern Staff Under Power:—Stern Staff Under Sail:—Main Peak	—Stern Staff —Stern Staff —Mizzen Peak	—Stern Staff —Stern Staff —After Peak
Club Pennant	8 A. M. to Sundown	At Anchor:—Masthead	Main Masthead	AT ANCHOR Fore Masthead
Private Signal	8 A. M. to Sundown	Underway:—Masthead	Mizzen Masthead	Main Masthead
Flag Officers' Flag	Day & Night	In Place of Private Signal	In Place of Private Signal	In Place of Private Signal
Foreign National Flag	8 A. M. to Sundown	At Anchor:—Forestay Underway:—Forestay or Forward Starboard Shroud One-Third Mast Height	—Forestay —Forestay or Forward Starboard Shroud One-Third Mast Height	AT ANCHOR: Bow Staff or Forestay UNDERWAY: Fore Masthead or Forward Starboard Shroud

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Soft rubber (oil resisting), water lubricated, Cutless bearings outwear all other bearings.

Are not affected by sand or silt. Soft rubber absorbs shock, noise and vibration. Save shafts too and so easy to install. For maximum economy and efficiency equip your boat with Cutless bearings.

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Help yourself to even better ship telephone service

For more profitable ship-shore service...for added convenience in receiving the calls which often mean more business and greater safety at sea...here are two telephone tips:

1. Call shore at definite times every day to find out if calls are being held for you.
2. Set up listening schedule and tell those ashore best hours to reach you.

For extra convenience, install selective signalling. Then operators can dial you directly.

To get this free booklet, call or write Pacific Telephone in your nearest large port city.



Pacific Telephone



Marine Radio Telephone



RULES ~ OPERATION ~ CALL LETTERS

Station and Operator's Licenses

An operator's license and a "ship station" license, the latter covering equipment, frequencies and call letters, are required from the Federal Communications Commission in order to operate a marine radiotelephone.

It is no longer necessary to take an examination to obtain an operator's license which, although not authorizing the holder to make adjustments and repairs of the equipment, is valid for the normal operation of the station. This type of operator license may now be obtained by "declaration." It is only necessary that the applicant be a citizen of the United States and study a small pamphlet of rules and regulations which he may obtain at any F.C.C. field office. He then makes a personal or mailed application to such office on the necessary forms which are submitted to him. His operator's license, called "Restricted Radiotelephone Operator Permit" is then given or mailed to him.

The application blank for a ship radiotelephone license is also obtainable from the nearest F.C.C. office. It should be filled out in detail, signed and notarized and mailed to the Federal Communications Commission, Washington 25, D. C.

This station license must be posted near the transmitter of the ship.

Penalties for Violations

It is general knowledge that the entire frequency spectrum in the United States is relatively congested. The Federal Communications Commission has announced that beginning March 7, 1949. F.C.C. monitoring stations and F.C.C. engineers actually assigned on board ship will participate in observing operations in order to enforce proper use of

the frequencies 2638 and 2738 kc and the restricted Government frequency 2670 kc. Offending stations will be tracked down, even though they may not identify themselves on the radio channel concerned. F.C.C. engineers will then board these ships, both in port and at sea, and serve such papers as deemed appropriate.

The Communications Act of 1934, as amended, provides severe penalties which may be invoked if violations are found.

The most frequently-observed violations were:

1. The causing of harmful interference.
2. Failure to comply with basic regulations.
3. The causing of unnecessary transmissions.
4. Failure to use frequency 2738 kc solely for distress and safety communications and to communications relating directly to the operation and business of the ship.
5. Failure to use frequency 2638 kc primarily for the safety of navigation and to the ship's business.
6. Failure to comply with the 5-minute time limitation on the use of the frequencies 2638 and 2738 kc.
7. Use of the frequency 2670 for nongovernment ship stations. However, the Coast Guard maintains a listening watch on this frequency for distress calls and in the event of actual distress a ship may use 2670 kc to the Coast Guard in order to obtain help.
8. Failure to maintain equipment in proper adjustment.

Alaska: U. S. Signal Corps Facilities

Shipowners or lessees contemplating operation in Alaskan waters should inform the nearest office of the Alaska Communication System when radiotelephone equipment has been installed on their ships, as this will permit the A.C.S. to expedite the handling of the ship's radiotelephone calls and keep the shipowners informed of matters of interest regarding ship-shore telephone service. Such information should include the

ship's name, home port, call letters, owner's and lessee's names, their land mailing addresses and telephone numbers and, if known, the approximate area in which operation will be conducted. Notification may also be forwarded to Commanding Officer, Alaska Communication System, 550 Federal Office Bldg., Seattle 4, Washington.

The A.C.S. maintains a continuous receiver watch on 2134 kc at its Anchorage, Ketchikan and Juneau stations. In answering calls, Anchorage uses 2980 kc, Ketchikan and Juneau 2970 and 2894 kc. The second-named frequency, 2894, is used only upon request of the calling vessel. Fifteen other stations in Alaska maintain a day-time watch on 2134 kc, transmitting on 2970.

A continuous watch is maintained at Anchorage, Ketchikan and Juneau on 500 kc and a part time watch at thirteen other stations on 500 kc, which permits dependable contact for ships in Alaskan waters at all times.

How to Radiophone the Coast Guard

Small craft not equipped to transmit radio signals on 500 kc are authorized to use 2670 kc for making distress calls only. All Coast Guard radio stations, most lifeboat stations, cutters and larger patrol boats maintain a radio guard of 2670 kc.

Here is the way to call the USCG in distress calls for aid to the boat or persons aboard:

1. Speak slowly and distinctly into the microphone.

2. Make your call: "Coast Guard, this is (name of your vessel, call letters and description of your trouble, your position, course, speed, type of assistance required, such as removal of persons in danger, tow to nearest safe anchorage, etc.)"

3. After making your distress call, listen for the Coast Guard reply on 2670 kc.

4. It is better for the Coast Guard to maintain direct contact with the vessel in distress, and every effort should be made to establish this contact rather than a contact through another vessel.

5. The facilities of the Pacific Telephone & Telegraph Company's ship telephone service are available for distress calls. The company's stations will forward or connect the calling ship or parties directly with the Coast Guard regarding distress calls or messages.

6. If the condition which caused you to call should moderate, or render aid unnecessary, be sure to notify the Coast Guard so that its vessel or aircraft under way to you may be diverted.

Ship Telephone Service

The commonly used ship telephone service is known as coastal harbor service, which by reason of its frequency assignment, has a limited communication range, and serves vessels through the facilities of the Pacific Telephone & Telegraph Company, provides a two-way telephone communication service between a telephone on land and a boat equipped with a suitable radiotelephone.

Through the telephone company's land radiotelephone stations communication between two boats can also be carried on.

The service has been provided to meet the requirements of ocean-going vessels as well as coastal and harbor craft such as yachts, fishing vessels, tugs, when within range of a telephone company's land radiotelephone station. It is available to all types of vessels 24 hours a day.

The ship telephone service facilities of the Pacific Telephone & Telegraph Co. include six shore stations on the Pacific Coast. These are connected by the telephone company's land wire facilities to centrally located long distance switchboards where the telephone operators establish connections to telephones in the local service areas or to long distance points.

Land radiotelephone stations located on the Pacific Coast for rendering this service are:

Tel. Co. Station	Vessel Calls on Letters	Vessel Receives On Frequency
Seattle, Wash.	KOW	2126 kc 2522 kc
Astoria, Ore.	KFX	2206 kc 2596 kc
Portland, Ore.	KQX	2206 kc 2596 kc
Eureka, Calif.	KOE	2110 kc 2506 kc
San Francisco, Calif.	KLH	2110 kc 2506 kc
San Pedro, Calif.	KOU	2174 kc 2566 kc

A similar coastal harbor service is available in British Columbia waters as follows:

Tel. Co. Station	Vessel Calls on Frequency	Vessel Receives on Frequency
Vancouver	2182 kc	2538 kc
Vancouver	2142 kc	2558 kc
Vancouver	5555 kc	5420 kc
Vancouver	156.93 mc	161.61 mc
Prince Rupert	2166 kc	2590 kc

Additional information may be obtained from the Northwest Telephone Company, 768 Seymour Street, Vancouver, B. C.

Any vessel which is equipped with radiotelephone equipment, properly licensed by the Federal Communications Commission for operation of a radio station, is eligible for the service and may obtain it by application to the nearest business office of the Pacific Telephone and Telegraph Company.

The newer types of ship telephone service are being adopted by vessels having the peculiar needs of these services. They are:

1. VHF (Very High Frequency), maritime mobile service of short range character serving vessels in harbors, ports, and off-shore, not to exceed 50 miles.
2. High frequency, long-range high seas service, on frequencies capable of providing telephone service day or night to vessels operating over extended distances.

Information regarding the maritime mobile service or the high seas service can be obtained from the ship telephone representatives of the Pacific Telephone & Telegraph Co. in principal ports. They may be contacted through any of the telephone company's business offices.

NAVIGATION EQUIPMENT!

Apelco Radiotelephones and
Apelco Direction Finders

Raytheon Fathometers
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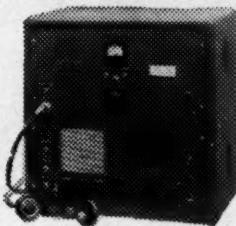
Classes of Service

"General Service" is recommended for random calls. It provides for connection, through the Pacific Telephone & Telegraph Company's land radiotelephone station, between any telephone on land and a vessel, or between two vessels. Calls from telephones on land are routed via the company's radiotelephone station which is nearest to a vessel's last known position.

"Dispatching Service" is recommended principally for commercial vessel operators who find that their communication requirements are principally between their ships and a particular land telephone, such as the home office, a tug dispatcher, etc. This is a service through a designated land radiotelephone station of the telephone company between a designated dispatching office of a subscriber or alternate land telephone station and ships owned or operated by the subscriber.

Information on rates for general and dispatching service may be obtained from any of the telephone's company's business offices. It is suggested to es-

NORTHERN RADIOPHONES



•
20, 40, 50
75, 100
150 and
250
Watts
•

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MANUFACTURERS OF RADIO-
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Twenty years of experience enables us to make them the maximum in dependability, simplicity of operation and all-around efficiency.

Write, Wire or Phone

NORTHERN ELECTRIC CO., INC.

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tablish a ship telephone account with the telephone company prior to the use of the ship telephone company service.

How to Place Calls

1. In making a radiotelephone call from a ship to a land telephone, listen with your radiotelephone receiver tuned to the transmitting frequency (see transmitting and receiving frequencies, above) of the telephone company's nearest coastal-harbor radiotelephone station to be sure the channel is not busy. A busy condition is indicated by hearing conversation or the conventional busy tone.
2. If the channel is not in use, tune your radiotelephone transmitter to the receiving frequency of the same station, and, after waiting a few seconds, announce the station you are calling, your ship's name, and call sign. Repeat the call slowly at least three times, then wait for the marine operator to answer.
3. When the marine operator answers, tell her the city, telephone number, and, if desired, the name of the person you are calling. In giving the position of your ship, state the latitude and longitude, or if more convenient, state the rate area as shown on the map in your radiotelephone directory supplied by the telephone company. Proceed thereafter as directed.
4. At the end of the conversation, re-

peat your ship's name and call sign and announce that you are "Signing off." Turn off the transmitter.

How to Receive Calls

1. If the ship's receiver is on and tuned to the telephone company's land radiotelephone station transmitting frequency, the marine operator's voice will be heard calling the name of the ship.
2. If your boat is called, operate the transmitter as if to place a call. When the transmitter is ready to function, answer the marine operator by giving your boat's name and call letters.
3. If your receiver is equipped for selective signalling, the marine operator will dial the telephone number assigned to your boat. When your telephone bell is heard, answer as described above.

Storm and Weather Broadcasts

Frequent daily broadcasts of weather information and hydrographic information are made by the various Coast Guard radio stations in California, Oregon and Washington. Hours, frequencies and nature of broadcasts are detailed in local notices to Mariners, available on request.

Weather information is likewise broadcast by the following shore stations:

Station	Frequency	Time—PST
Point Higgins, Alaska.....	NMJ	410 kc* 0530 & 1730 2698 kc 0600 & 1800
Prince Rupert, B. C.....	VAJ	1630 kc 2230
Alert Bay, B. C.....	VAF	1630 kc 2100
Vancouver, B. C.....	CZO	2538 kc 2030 2558 kc 2030
Westport, Wash.....	NMW	425 kc* 2100 & 0900 2698 kc 2130 & 0930
Seattle, Wash.....	NMW	425 kc* 0420 & 1720 2698 kc 0530 & 1730
Seattle, Wash.....	KOW	2522 kc 2100 & 0900
Astoria, Ore.....	KFX	2598 kc 2115 & 0915
Portland, Ore.....	KQX	2598 kc 2130 & 0930
Eureka, Calif.....	KOE	2598 kc 2100 & 0900
San Francisco, Calif.....	KLH	2506 kc 2030 & 0830
San Francisco, Calif.....	NMC	425 kc* 0400 & 1600 2698 kc 0430 & 1630
Monterey, Calif.....	NOJ	2698 kc 1648 & 0448
San Pedro, Calif.....	KOU	2566 kc 2000 & 0800
Long Beach, Calif.....	NMQ	425 kc* 0420 & 1720 2698 kc 0500 & 1700

* Key broadcast only (code).

Small craft and storm warnings are flown from various Coast Guard light stations, lightship stations, and lifeboat stations along the Pacific Coast.

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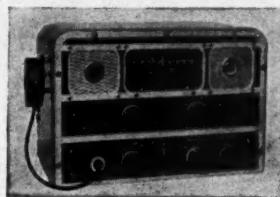
MODEL ET-8037
30-watt, 6-channel,
2-way Radiotelephone

Operates from 12-, 32- or 110-volt D. C. supply. In wide use aboard small coastwise vessels, tugs, trawlers and pleasure craft.



MODEL ET-8012-D
75-watt, 10-channel,
2-way Radiotelephone

Requires 32- or 110-volt D. C. power supply. Ideal for ocean-going vessels, river and lake ships, tugs, trawlers, and large pleasure craft. Remote control, from any point aboard ship, is optional.



MODEL ET-8044
5-watt, 4-channel
Radiotelephone with
Standard Broadcast Radio

MODEL AR-8711
Radio Direction
Finder

Highly sensitive and selective, easily installed where convenient. Loop may be mounted inside or above decks, as required. Has standard broadcast radio band also. Operates from 6, 12, 32 or 115 volts power supply.



DIRECT-READING LORAN
Model **LR-8802**

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437 N. Avalon Blvd., Wilmington, Cal.
Tel.: Terminal 4-3469
1008 Western Ave., Seattle 4, Wash.
Tel.: Seneca 8178



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British Columbia

Ship to shore radiotelephone service is handled in British Columbia by the North-west Telephone Company. Their Vancouver station CFW transmits on three frequencies: namely, 2538 kc, which is assigned for fishboat use; 2558 kc, assigned for use of tugboats, coastal vessels, yachts, etc.; and 5420 kc, common to all craft and used mostly when vessels are over 200 miles from the station. The associated frequencies on the ship's transmitter are 2015, 2142 and 5555 kc.

To place a call listen in on 2538, 2558 or 5420 kc and, if the channel is not busy, call Vancouver and proceed thereafter as directed by the operator. Calls may be placed to CFW at any time. To obviate the necessity of vessels monitoring continuously, CFW maintains clearance periods at 7:30, 9:00 and 11:00 a. m.; 1:15, 4:15, 6:30 and 9:45 p. m. when

calls held for vessels will be broadcast. Listen in on your assigned frequency at these times.

Station CFW4 at Prince Rupert transmits on 2590 kc and receives on 2166 kc. They operate on a 24 hour basis, but maintain no clearance periods.

Ship to ship calls may be made over the free frequencies of 1630 and 2318 kc.

Distress calls. Upon the receipt of a distress call, CFW will connect the vessel immediately with the number called. If no number is specified, an attempt will be made to contact the owners of the vessel or the operators ashore, and also Point Grey wireless station. On instructions from the vessel, both ship-to-shore channels will be cleared and the distress message broadcast as instructed from the vessel.

Weather reports covering all coastal areas are broadcast from CFW on 2538 kc and 2558 kc simultaneously three times daily at 7:30 a.m., 12:00 noon, and 8:30 p.m.

CALL LETTERS

For a number of years PACIFIC MOTOR BOAT Handbook has published the radiotelephone listings of Pacific Coast boats as a service to this fast-growing means of communications. However, the telephone companies have recently undertaken to provide up-to-date lists of their subscribers' call letters. Lists of marine radiotelephone users may be obtained from the North-West Telephone Company in British Columbia and from Pacific Telephone & Telegraph Company offices in Washington, Oregon, California.

STILL THE BEST...

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CAPE COD COPPER COMPOUND—the world's finest copper paint. Complete protection against **all** marine growth.

HI-TEX

High gloss, color fast marine enamel. Protection against **all** marine elements. Applies with ease. Self leveling mirror finish.

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PREVENTION OF EXPLOSION AND FIRE ON MOTOR BOATS

Explosions on gasoline boats involving loss of life and heavy loss of property have rendered it necessary to take some action in regard to their prevention.

Three things are vital to this—

First, that not a drop of gasoline or any gasoline vapor be allowed to get into the hull outside of tanks, engines and connections.

Gasoline vapor is heavier than air and even in filling a tank on deck, the vapor will flow down any open hatch or companionway and sink to the floor and bilge and remain there unless removed.

Second, that no spark or flame, including oil lanterns, be allowed in engine room that can be avoided.

Third, that all engine compartments be so ventilated that all vapors or gases which may have gathered there be quickly removed.

After examination of many boats and doing everything possible to avoid unnecessary expense, the matter was taken up with The National Board of Fire Underwriters and the following have been considered necessary by their engineers.

That all filling pipes to gasoline tanks must be on outer deck, outside of cockpit and coamings, so that any overflow will run overboard, and that filling pipes run to the bottom of tank.

That all vent pipes to gasoline tanks should lead to outside of hull.

That all tanks should have an indicating device, but such device shall not consist of glass gages other than those of bullseye type, nor of petcocks.

That all outlets for drawing gasoline for any purpose whatsoever be prohibited in engine room.

That all carburetors should have Underwriters' Laboratories approved backfire flame deflectors, to prevent explosion from backfire.

That all switches and fuses be placed outside of engine compartment. On large boats where it is desired to have all equipment in the engine room, switches and fuses and other spark-emitting devices should be enclosed and located at least 4 feet above the floor.

That all electric light and auxiliary plant tanks have filling pipes run to outer deck same as main tanks, or engines piped directly to main gasoline tanks. Air cooled motors under deck are not approved.

That drip collectors be well fastened

under all carburetors. Openings should be properly screened with 40 mesh brass. Carburetors of the upturned horn type similar to the Zenith or Stromberg, with closed drip pan connected to the lowest point of air horn are recommended. A venturi pipe should lead from the bottom of all drip pans to the manifold, so as to keep these pans, as nearly as possible, free from gasoline at all times.

That there be a cut-off valve at each tank to be operated from the deck, with another valve at each carburetor.

That 3" or larger ventilating pipes running down all the way to bilges be placed in all four corners of engine room, so as to induce a thorough scouring draft through bilges and remove any explosive gases that might lie there.

These should be made so that they CANNOT be closed—the little water that would enter in a heavy sea would be negligible in comparison with the danger of confined gasoline vapors.

At least one of these pipes should be provided with an electric fan to remove gases from the bilges. If suction fan is used, motor must be of explosion-proof type or located outside of vent duct. These fans should be run for at least ten minutes before starting and after shutting down engine. Where boats are so small as to make the electric fans impracticable, the same pipes should be installed with the fans omitted.

NO VENTILATION ABOVE, EITHER AT DECK OR SIDES WILL REMOVE THESE VAPORS

In still smaller boats already built where the installation of the above ventilating pipes is impossible, an opening of not less than 36 square inches should be cut close down to the cabin floor in both forward and after partitions of engine room to induce a draught, so that the heavy vapors that lie in the bilges may be forced out. A ventilating cowl or port both in the forward and after ends of the boat should always be open, so that a draught be made through the openings in the fore and aft engine compartment partitions.

Gasoline shall not be used for wiping down engines, or machinery, or cleaning hands.

Gasoline stoves or lamps shall never be used on boats.

**PREVENTION OF EXPLOSION IN
FILLING GASOLINE TANKS
ON YACHTS**

Owing to the large number of explosions that have occurred during the last few years on gasoline powered boats just after filling tanks, involving not only a heavy monetary loss but also many lives —

To stop these explosions, it is strongly recommended that before tanks are opened or gasoline brought on board —

All engines, motors, fans and other spark-producing devices be shut down —

That all galley fires be put out —

That all ports, windows, doors and hatches be closed —

That no smoking be permitted while filling —

That in filling tanks, no gasoline whatsoever (not one drop) be allowed to get below deck except into tanks — neglect of this has cost many lives —

Fill with hose—keep nozzle in contact with fill pipe. If cans must be used, see that there is a metal to metal contact between cans, funnels, and fill pipes. Static electric sparks may occur in filling operations if this is not done.

Grounding nozzle of hose or can is necessary if all explosions are to be prevented.

In filling gasoline tanks, etc., allow 1% of cubic air space for each 15 degrees Fahrenheit for expansion. Viz: 90 degrees would need 6% of air space, 130 degrees would need 8.66% or app. 9%.

That after filling hose and, or, cans have been removed from boat, any spillage on deck be wiped up and all ports, windows, doors and hatches be opened and kept open if possible for at least five minutes before any fan, motor, or engine is started or stove lighted.

Approved type carbon-dioxide or automatic carbon-tetrachloride extinguishers recommended.

BILGE VENTILATION

Vitally Important

Losses having occurred recently from inadequate bilge ventilation, that is, the use of 3" or smaller ventilating pipes in boats where from their size, much larger pipes should have been used under the National Board of Fire Underwriters' Regulations of October 7, 1929, the matter was taken up after careful consideration, the table given below was drawn up as the minimum requirements of sizes which might be used.

Boat	Ventilating Pipes (2 forward and 2 aft in engine room, piped to bilges)
20' and under.....	3"
25'	3½"
30'	4"
35'	4½"
45'	5"
50'	5½"
60'	6"

As a large proportion of losses occur while the boat is at rest and not under way, and as many boats lie at piers or floats and so are often stern to the wind, it follows that to give good ventilation to the bilge at all times, the after ventilators must be fully equal in size to the forward ones.

Experience has proved that these ventilating pipes have been one of the greatest factors in preventing losses and it follows that the more natural draft ventilation given, i.e., the larger the ventilating pipes, the safer the boat.

Further, that all stoves be well fastened down and thoroughly insulated and where alcohol, kerosene or fuel oil is used, especially in wet priming, a catch pan not less than $\frac{3}{4}$ " deep shall be secured inside the frame of the stove. Where liquified or compressed gas is used for cooking, tanks must be placed on deck.

That all pipes penetrating hull under water should be fitted with sea-cocks.

That there be a hand bilge pump large enough to take care of a heavy leak, permanently installed.

That all electric batteries be well secured and located in a well ventilated space and be provided with a protective screen to prevent any metal object being dropped on them.

That there be at least two anchors with 120' of cable for each capable of holding the boat in a heavy gale, one of which should have cable bent on at all times.

That bilges should be kept clean — free from oil and gasoline at all times — neglect of this has cost many lives.

The majority of losses are caused by carelessness. Good housekeeping tends to safety.

Further regulations covering tanks, fuel lines, carburetors, motor exhaust, galleys, diesel installations, and many other items are contained in the National Fire Protection Association Regulations for Motor Craft which will be sent to you upon request to the Yacht Safety Bureau, Room 1708, 21 West Street, New York 6, N. Y.

Marine Gas Tax Refunds

GAOLINE tax refund procedure varies among the Western states.

The boat owner generally has to prove non-highway use in submitting his application to the state authorities, although the procedure is not uniform.

The following information on obtaining state gasoline tax refunds has been compiled from information furnished by various tax authorities. The refunds apply to transients as well as residents.

British Columbia

Refund: 9c of a 10c tax. However, the Province has provided for the sale of non-highway gasoline for marine use, making collection of the 9c highway tax unnecessary.

Agency: Office of the Surveyor of Taxes, Victoria, B. C.

Procedure: In this Province any person may purchase gasoline specifically marked with a purple dye for certain non-highway uses. Such marked gasoline may be purchased for use in a motor boat. The refundable portion of the tax is waived at the time of the sale of such purple marked gasoline.

Washington

Refund: 6½c of the 6½c per gallon state tax, less compensating (use) tax (3% of net value of refundable fuel).

Agency: Liquid Fuel Tax Division, Department of Licenses, Olympia, Wash.

Procedure: First, the applicant must write for application forms. In due course, he receives a letter of instructions, an application for permit and an application for refund. The application for permit must be filled out and returned to Olympia, together with the required fee of 50c. The applicant then receives a permit allowing him to receive gasoline tax refunds. The permit is valid from date of issue to the following March 31.

The applicant may then apply for refund by filling out the application for refund and returning it to Olympia, together with the original sales slips, clearly indicating the number of gallons purchased on each occasion, identity of the seller, and a few other details listed on the refund form.

The claim must be received within six months of the date of purchase.

Oregon

Refund: 6c per gallon.

Agency: Secretary of State, Salem, Ore.

Procedure: A refund application form

must be sent to the above agency, together with the original invoice or a certified copy. The application must be made within a year of the purchase.

Alaska

Refund: None. The territory of Alaska levies a 2c per gallon motor fuels tax. This applies to all types of fuels in internal combustion engines. No refunds or exceptions are made to privately-owned motorboats.

California

Refund: 4½c per gallon less 3 per cent of net sales price for California sales tax.

Agency: State Controller, the State of California, Sacramento, Calif.

Procedure: Application for refund must be made on a printed form supplied for this purpose. Forms may be secured from gasoline dealers or from the state controller. Application must be submitted to the state controller within one year from date of purchase of gasoline and must be supported by customer's invoices billed to the claimant, showing complete information regarding the sale.

Nevada

Refund: 5½c per gallon.

Agency: Nevada Tax Commission, Motor Vehicle Fuel Tax Division, Carson City, Nevada.

Procedure: Full tax is refundable upon application within six months. The state law requires that the claim be accompanied by original invoices marked paid.

Arizona

Refund: 5c per gallon.

Agency: Gasoline Tax Refund Department, Division of Motor Vehicles, Arizona Highway Department, Phoenix, Arizona.

Procedure: The user of gasoline for non-highway use must inform the seller of such use, asking for a certified invoice on each delivery. Gasoline for boat use is required by law to be colored with the state dye. The highway department furnishes affidavit forms to all claimants for state tax. Such affidavits are to be completely executed and supported by certified invoices, Form 577, and filed within six months of purchase.

Idaho

Refund: 6c per gallon.

Agency: Office of Tax Collector, Mo-

tor Fuels Division, State of Idaho, Boise, Idaho.

Procedure. An affidavit form, furnished by the department, must be filled out, witnessed and presented. Original receipted invoices must accompany the application for refund. Applications must

be made within 180 days of purchase. Total claims must be for 50 gallons or more.

Montana

Refund 6c per gallon.

Agency: Board of Equalization, State of Montana, Helena, Montana.

ESTIMATING WIND VELOCITY

Beaufort No.	Seaman's Description of Wind	Wave Description	Mode of Estimating for Average Sail Boat	Velocity in Knots	Terms Used by U.S. Weather Bur.
0	Calm	None	No headway	Less than 1	
1	Light air	Ripples	Good steerage way with wind free	1-3	Light
2	Light breeze	Scale patterns	1-2 knots "full and by"	4-6	
3	Gentle breeze	Glassy breaks	3-4 knots "full and by"	7-10	Gentle
4	Moderate breeze	Longer waves	5-6 knots "full and by"—heels	11-16	Moderate
5	Fresh breeze	Occasional white crests	Good working breeze. Smacks heel over considerably	17-21	Fresh
6	Strong breeze	Regular white crests	Smacks shorten sail	22-27	
7	Moderate gale	Heaping sea	Smacks remain in harbor; at sea, lie to	28-33	Strong
8	Fresh gale	Foam is blown	Smacks take shelter if possible	34-40	
9	Strong gale	Sea rolls	-----	41-47	Gale
10	Whole gale	Sea churns white	-----	48-55	
11	Storm	Chaotic sea	-----	56-65	Whole gale
12	Hurricane	!!!	No canvas can stand	Above 65	Hurricane

READING THE BAROMETER

Barometer Rising

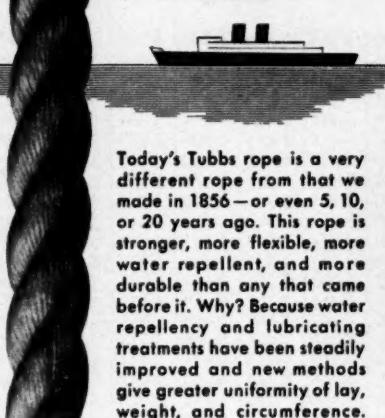
28.8 to 29.2 inches. Clearing, high winds and cool wave.
 29.2 to 29.6 inches. High winds, cool wave, preceded by squalls.
 29.6 to 29.9 inches. Fair weather, fresh winds during next 24 hours.
 29.9 to 30.2 inches. Fair weather and brisk winds, diminishing.
 30.2 to 30.5 inches. Fair weather, cooler, variable winds.
 30.5 to 30.8 inches. Continued cool, clear weather, light winds.
 30.8 to 31.0 inches. High winds, southeast with rain.

Barometer Falling

30.8 to 30.5 inches. Fair, warmer, followed by rain and wind.
 30.5 to 30.2 inches. Approaching storm.
 30.2 to 29.9 inches. Cloudy, warmer, unsettled weather.
 29.9 to 29.6 inches. Unsettled weather, warmer with increasing wind.
 29.6 to 29.3 inches. Squally, clearing, fair and cooler weather.
 29.3 to 29.0 inches. Clearing, high winds with squalls and cooler weather.
 29.0 to 28.7 inches. Stormy weather.



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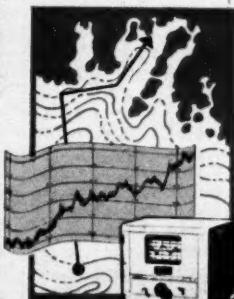
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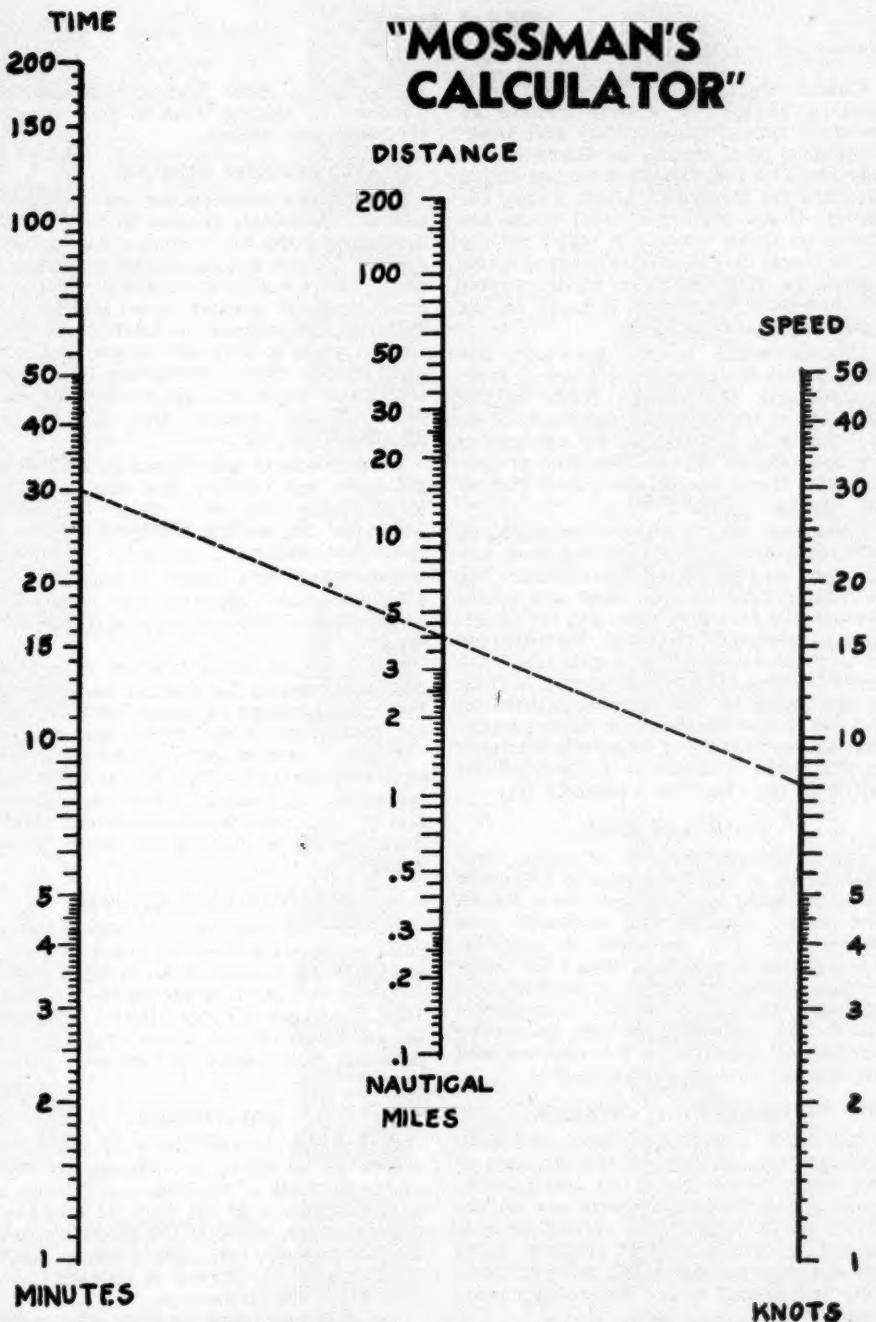
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SPEED TABLE

By timing the run of a vessel over either a measured land mile course or nautical mile course, and identifying the time in minutes and seconds with the nearest time on this table, the speed of the vessel can be obtained with a high degree of accuracy. Thus, if four minutes and 11 seconds were required to run the course, the speed would be 14.343 m.p.h. or knots, as the case may be.

Sec.	1 min.	2 min.	3 min.	4 min.	5 min.	6 min.	7 min.	8 min.	9 min.	10 min.	11 min.	12 min.
0	60.000	30.000	20.000	15.000	12.000	10.000	8.571	7.500	6.667	6.000	5.455	5.000
1	59.016	29.752	19.890	14.938	11.960	9.972	8.551	7.484	6.654	5.990	5.446	4.993
2	58.064	29.508	19.780	14.876	11.921	9.945	8.531	7.469	6.642	5.980	5.438	4.986
3	57.143	29.268	19.672	14.815	11.881	9.917	8.511	7.453	6.630	5.970	5.430	4.979
4	56.250	29.032	19.565	14.754	11.842	9.890	8.491	7.438	6.618	5.960	5.422	4.972
5	55.384	28.800	19.459	14.694	11.803	9.863	8.471	7.423	6.606	5.950	5.414	4.965
6	54.545	28.571	19.355	14.634	11.765	9.836	8.451	7.407	6.593	5.941	5.405	4.959
7	53.731	28.346	19.251	14.575	11.726	9.809	8.431	7.392	6.581	5.931	5.397	4.953
8	52.941	28.125	19.149	14.516	11.688	9.783	8.411	7.377	6.569	5.921	5.389	4.945
9	52.174	27.907	19.048	14.458	11.650	9.756	8.392	7.362	6.557	5.911	5.381	4.938
10	51.428	27.692	18.947	14.400	11.613	9.730	8.372	7.347	6.545	5.902	5.373	4.931
11	50.704	27.481	18.848	14.343	11.576	9.704	8.363	7.332	6.534	5.892	5.365	4.925
12	50.000	27.273	18.750	14.286	11.538	9.677	8.333	7.317	6.522	5.882	5.357	4.918
13	49.315	27.068	18.653	14.229	11.502	9.651	8.314	7.302	6.510	5.873	5.349	4.911
14	48.648	26.866	18.557	14.173	11.465	9.626	8.293	7.287	6.498	5.863	5.341	4.905
15	48.000	26.667	18.461	14.118	11.429	9.600	8.276	7.273	6.486	5.854	5.333	4.898
16	47.368	26.471	18.367	14.062	11.392	9.574	8.257	7.258	6.475	5.844	5.325	4.891
17	46.753	26.277	18.274	14.008	11.356	9.549	8.238	7.243	6.463	5.835	5.318	4.885
18	46.154	26.087	18.182	13.953	11.321	9.524	8.219	7.229	6.452	5.825	5.310	4.878
19	45.570	25.899	18.090	13.908	11.285	9.499	8.200	7.214	6.440	5.816	5.302	4.871
20	45.000	25.714	18.000	13.846	11.250	9.474	8.182	7.200	6.429	5.806	5.294	4.865
21	44.444	25.532	17.910	13.793	11.215	9.449	8.163	7.186	6.417	5.797	5.286	4.858
22	43.902	25.352	17.822	13.740	11.180	9.424	8.145	7.171	6.406	5.788	5.278	4.852
23	43.373	25.175	17.734	13.688	11.146	9.399	8.126	7.157	6.394	5.778	5.270	4.845
24	42.857	25.000	17.647	13.636	11.111	9.375	8.108	7.143	6.383	5.769	5.263	4.839
25	42.353	24.828	17.561	13.576	11.077	9.351	8.090	7.129	6.374	5.760	5.255	4.832
26	41.860	24.658	17.476	13.534	11.043	9.326	8.072	7.115	6.360	5.751	5.248	4.826
27	41.379	24.490	17.391	13.483	11.009	9.302	8.054	7.101	6.349	5.742	5.240	4.819
28	40.909	24.324	17.308	13.433	10.976	9.278	8.036	7.087	6.338	5.732	5.233	4.813
29	40.450	24.161	17.225	13.383	10.942	9.254	8.018	7.073	6.327	5.723	5.225	4.806
30	40.000	24.000	17.143	13.333	10.909	9.231	8.000	7.059	6.316	5.714	5.217	4.800
31	39.561	23.841	17.062	13.284	10.876	9.207	7.982	7.045	6.305	5.705	5.210	4.794
32	39.130	23.684	16.981	13.235	10.843	9.184	7.965	7.031	6.294	5.696	5.202	4.787
33	38.710	23.529	16.901	13.187	10.811	9.160	7.947	7.018	6.283	5.687	5.195	4.781
34	38.298	23.377	16.822	13.139	10.778	9.137	7.930	7.004	6.272	5.678	5.187	4.774
35	37.895	23.226	16.744	13.091	10.746	9.114	7.912	6.990	6.261	5.669	5.180	4.768
36	37.500	23.077	16.667	13.043	10.714	9.091	7.895	6.977	6.250	5.660	5.172	4.762
37	37.113	22.930	16.590	12.996	10.682	9.068	7.877	6.963	6.239	5.651	5.165	4.756
38	36.735	22.785	16.514	12.950	10.651	9.045	7.860	6.950	6.228	5.643	5.158	4.749
39	36.364	22.642	16.438	12.903	10.619	9.023	7.843	6.936	6.218	5.634	5.150	4.743
40	36.000	22.500	16.364	12.857	10.585	9.000	7.826	6.923	6.207	5.625	5.143	4.737
41	35.644	22.360	16.290	12.811	10.557	8.978	7.809	6.910	6.196	5.616	5.136	4.731
42	35.294	22.222	16.216	12.766	10.526	8.955	7.792	6.897	6.186	5.607	5.128	4.724
43	34.951	22.086	16.143	12.721	10.496	8.933	7.775	6.883	6.175	5.599	5.121	4.718
44	34.615	21.951	16.071	12.676	10.465	8.911	7.759	6.870	6.164	5.590	5.114	4.712
45	34.286	21.818	16.000	12.632	10.435	8.889	7.742	6.857	6.154	5.581	5.106	4.706
46	33.962	21.687	15.929	12.587	10.405	8.867	7.725	6.844	6.143	5.573	5.099	4.700
47	33.644	21.557	15.859	12.544	10.375	8.845	7.709	6.831	6.133	5.564	5.092	4.693
48	33.333	21.429	15.789	12.500	10.345	8.824	7.692	6.818	6.122	5.556	5.085	4.687
49	33.028	21.302	15.721	12.457	10.315	8.802	7.676	6.805	6.112	5.547	5.078	4.681
50	32.727	21.176	15.652	12.414	10.286	8.780	7.660	6.792	6.102	5.538	5.070	4.675
51	32.432	21.053	15.584	12.371	10.256	8.759	7.643	6.780	6.091	5.530	5.063	4.669
52	32.143	20.930	15.517	12.329	10.227	8.738	7.627	6.767	6.081	5.531	5.056	4.663
53	31.858	20.809	15.451	12.287	10.198	8.717	7.611	6.754	6.071	5.513	5.049	4.657
54	31.579	20.690	15.385	12.245	10.169	8.696	7.595	6.742	6.061	5.505	5.042	4.651
55	31.304	20.571	15.319	12.203	10.141	8.675	7.579	6.729	6.050	5.496	5.035	4.645
56	31.034	20.455	15.254	12.162	10.112	8.654	7.563	6.716	6.040	5.488	5.028	4.639
57	30.769	20.339	15.190	12.121	10.084	8.633	7.547	6.704	6.030	5.479	5.021	4.633
58	30.508	20.225	15.126	12.081	10.056	8.612	7.531	6.691	6.020	5.471	5.014	4.627
59	30.202	20.113	15.063	12.040	10.028	8.592	7.516	6.679	6.010	5.463	5.007	4.621



GIVEN ANY TWO QUANTITIES of speed—distance—time problem, solve for the third by placing a straight edge on the known points on two scales and reading the unknown on the intersection of straight edge and third scale. For example, see dotted line. An 8-knot vessel will require 30 minutes to cover 4 miles, etc. Reproduced by permission of the designer.

CHARTS

Charts are the most important tools used in navigation. Charts include an accurate topographic survey and characteristics of the land as visible to the mariner. The hydrographic survey shows the data for the water areas. Along the Pacific Coast depths in tidal areas are shown at mean lower low water by the U. S. Coast & Geodetic Survey. Charts issued by The Canadian Hydrographic Service show soundings reduced to the lowest normal tides.

Charts, while nearly accurate, are subject to a distortion which arises from representing the curved form of the earth on a flat piece of paper. Most of the charts in general use by navigators are constructed on the Mercator projection and these charts are called Mercator Charts.

On these charts all the parallels of latitude, running true east and west, are at right angles to the meridians. The meridians, running true north and south, are parallel straight lines, and the longitude degrees are all equal. The degrees of latitude increase in length from the lowest degree of latitude at the bottom of the chart to the highest parallel at the top of the chart in the same proportion as the degrees of longitude decrease on the earth. The ship's true course appears on the chart as a straight line.

COMPASS ROSE

On all charts are one or more compass roses. A compass rose is the same as a compass card placed on a chart. The outer ring of the compass rose shows the true compass in degrees, while inside of this ring shows the magnetic compass. In the inner or magnetic compass, the arrow points to magnetic north. The compass rose also shows the amount of variation in the location and the annual change in variation.

CORRECTING CHARTS

All U. S. charts are kept corrected, and the date is stamped on the face of the chart when issued by the government office. Dates on charts are on the lower margin: the new edition date is in the central position; printing dates are noted in the lower left margin; issue date is stamped in the lower right margin.

After purchase, charts should be kept corrected from the remarks in the Notices to Mariners as soon as received. It is recommended that charts of the latest issue be purchased and kept cor-

rected up to date. Corrections can be obtained by taking them to the nearest Hydrographic Office.

CHART SCALES

Charts are constructed on different scales. Small scale charts covering large areas are used for offshore navigation, and all things will be shown in a small scale. Large scale charts show relatively small areas in greater detail and should be used for inshore or harbor navigation. A scale of 1:50,000 means that one unit of the chart represents 50,000 of the same units on the surface of the earth. Scales range from 1:2,500 to about 1:5,000,000.

Sailing charts are issued in scales of 1:600,000 and smaller, and are used for approaching the coast from the open ocean or for sailing between different coastwise points.

General charts, scale 1:100,000 to 1:600,000, are planned for coastwise navigation outside of outlying reefs and shoals.

Coast charts, scale 1:50,000 to 1:100,000, are planned for inshore navigation; for entering large bays and harbors; and for navigating large inland waterways.

Harbor charts are constructed on scales larger than 1:50,000, and are for navigating in harbors, anchorage areas, and smaller waterways where the maximum detail is helpful in using these waters.

MINUTES OF LATITUDE

Minutes of latitude are shown on a scale on either side of the chart. A nautical mile is a minute of an average great circle of the earth or 6080.2 feet, or less 1853.25 meters. By referring to the scale on the side of the chart, distance in nautical miles may be quickly determined.

SOUNDINGS

Soundings, or the depth of water, is shown on a chart in fathoms or feet under the title of the chart. A fathom is a measurement of six feet. It is stated on each chart whether the soundings are in fathoms or feet. On a large scale chart where the survey is complete, the soundings are numerous.

On all coastwise charts and some other charts, a dotted line along the coast indicates that all soundings inside this line near the shore are all under a certain amount. These compare to contour lines on a topographic map.

PACIFIC COAST TUG BOAT STACKS



American Tug Boat
Co.
Everett, Wash.



Knappian Towboat
Co.
Astoria, Ore.



Rio Vista Lighterage
Co.
California



Canadian National
Railway
British Columbia



Longview Tug
Boat Co.
Rainier, Oregon



San Francisco Towing
Co.
California



Case Construction Co.
California



Marpole Towing Co.,
Ltd.
Vancouver, B. C.



Shaver Transportation
Co.
Oregon



Catalina Isle S. S.
Line
California



Monarch Towing &
Trading
British Columbia



Wilbur J. Smith
Oregon



M. R. Cliff Tugboat
Co.
British Columbia



Nessuno Towing
Co., Ltd.
Nanaimo, B. C.



Strait Towing &
Salvage Co., Ltd.
Vancouver, B. C.



Coastal Towing Co.,
Ltd.
Vancouver, B. C.



Olson Tug Boat Co.
Tacoma, Wash.



Star & Crescent Boat
Co.
California



Crowley Launch &
Tugboat Co.
California



Olympic Tug &
Barge Co.
Ketchikan, Alaska



E. D. Stone
British Columbia



Fox Launch & Tug
Co.
Washington



Pacific Coyle Navi-
gation Co.
British Columbia



Ulrich Tug Boat
Co.
Washington



Gulf of Georgia
Towing Co.
British Columbia



Pacific Tow Boat Co.
Washington



Vancouver Barge
Transportation
British Columbia



Harbour Towing
Company
British Columbia



Pacific Tugboat &
Salvage Co.
California



Vancouver Tug Boat
Co.
British Columbia



Harbor Tug & Barge
Co.
California



Preston-Mann Tow-
ing Co., Ltd.
Vancouver, B. C.



Victoria Tug Co.,
Ltd.
British Columbia



Island Tug & Barge
Co.
British Columbia



Puget Sound Tug &
Barge Co.
Seattle, Wash.



Washington Tug &
Barge Co.
Washington



Kingcome Naviga-
tion Co.
British Columbia



Red Stack Towboat
Co.
San Pedro Towboat
Co.
California



Young & Goss Tug
Boat Co.
British Columbia

BUOYAGE OF THE UNITED STATES

COLOR, SHAPE AND LIGHT CHARACTERISTICS IN RELATION TO LOCATION AND USE

Note: Where the terms PORT & STARBOARD are used they are as seen by a vessel proceeding from seaward. For complete details see introduction, LIGHT LIST.

I. LIGHTED BUOYS:

These buoys have no shape characteristic.
Painting, colors and numbering[†] same as unlighted buoys. (see II below)

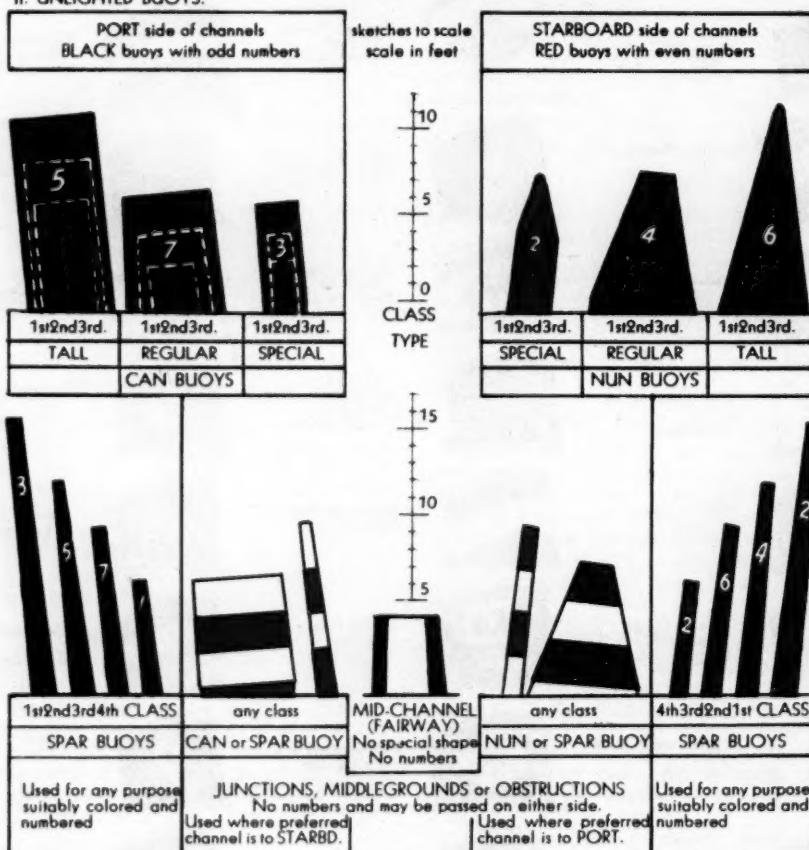
LIGHT COLORS:

- (a) RED lights are used only on STARBOARD side of channels.
- (b) GREEN lights are used only on PORT side of channels.
- (c) WHITE lights may be used on either side of channels and are always used on MID-CHANNEL (vertical striped) buoys.
- (d) WHITE, RED or GREEN lights may be used on buoys marking JUNCTIONS, MIDDLEGROUNDS or OBSTRUCTIONS which may be passed on either side, as follows:
WHITE, unless desired to show a preferred channel.
RED if preferred channel is to PORT.
GREEN if preferred channel is to STARBOARD.

LIGHT PERIODS:

- (a) On SOLID COLOR BUOYS (marking the sides of channels) flashes or occultations occur at regular intervals, thus:
- (b) On HORIZONTAL BANDED BUOYS (marking JUNCTIONS, MIDDLEGROUNDS or OBSTRUCTIONS which may be passed on either side) only the interrupted quick flash is used, thus:
- (c) On buoys where it is desired to show the need of particular caution as at important turns, etc., the quick flash (not less than 60 ft. per min.) is used, thus:
- (d) On VERTICAL STRIPED BUOYS (marking mid-channel or fairway) WHITE lights showing groups of short-long flashes are used, thus:

II. UNLIGHTED BUOYS:



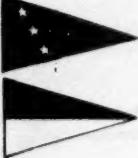
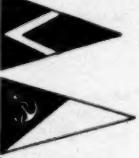
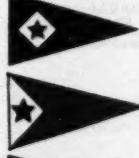
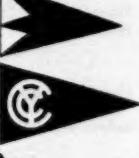
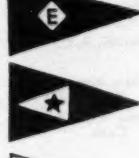
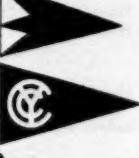
III. SPECIAL PURPOSE BUOYS:

- (a) QUARANTINE buoys—YELLOW
- (b) ANCHORAGE buoys—WHITE
- (c) DREDGING buoys—WHITE, GREEN TOP
- (d) BELL & GONG buoys have flat top with skeleton framework. WHISTLE buoys are usually conical.

Note: Lateral buoys conform to statutory provisions and recommendations of Int'l. Marine Conference, 1889, Wash., D. C.

[†] No special shape or numbers

OFFICIAL FLAGS OF PACIFIC COAST YACHT CLUBS

	Aselton Yacht Club Alameda, Calif.		California Yacht Club Wilmington, Calif.		Elkhorn Yacht Club Monterey Bay, Calif.
	Alamitos Bay Yacht Club Long Beach, Calif.		Capital City Yacht Club Victoria, B. C.		Encinal Yacht Club Alameda, Calif.
	Anacortes Yacht Club Anacortes, Wash.		Catalina Island Yacht Club Avalon, Calif.		Eugene Yacht Club Eugene, Ore.
	Antioch Yacht Club Antioch, Calif.		Century Yacht Club Beverly Hills, Calif.		Everett Yacht Club Everett, Wash.
	April Point Yacht Club Quathiaski Cove, B. C.		Clear Lake Yacht Club Nice, Calif.		Fort Setter Yacht Club Sacramento, Calif.
	Archipelago Yacht Club Lopez Island, Wash.		Columbia River Yachting Assn. Portland, Ore.		Golden Gate Yacht Club San Francisco, Calif.
	Astoria Yacht Club Astoria, Ore.		Coos Bay Yacht Club Marshfield and North Bend, Ore.		Grand Coulee Dam Yacht Club Coulee Dam, Wash.
	Balboa Yacht Club Balboa Island, Calif.		Corinthian Yacht Club Belvedere, Calif.		Hollywood Yacht Club Los Angeles, Calif.
	Bellingham Boat Owners Assn. Bellingham, Wash.		Corinthian Yacht Club Seattle, Wash.		Honolulu Yacht Club Honolulu, T. H.
	Bellingham Yacht Club Bellingham, Wash.		Coronado Yacht Club Coronado, Calif.		Humboldt Yacht Club Eureka, Calif.
	Berkeley Yacht Club Berkeley, Calif.		Corsair Yacht Club Long Beach, Calif.		Inverness Yacht Club Tomales Bay, Calif.
	Big Bear Yacht Club Big Bear Lake, Calif.		Cowichan Bay Yacht Club Cowichan Bay, B. C.		Ionic Sailing Club Stockton, Calif.
	Blue Water Cruising Club Manhattan Beach, Calif.		Coyote Point Yacht Club San Mateo, Calif.		Jonathan Yacht Club Los Angeles, Calif.
	Bonneville Yacht Club Bonneville, Ore.		Cruising Club of Hawaii Honolulu, T. H.		Juneau Yacht Club Juneau, Alaska
	Bremerton Yacht Club Bremerton, Wash.		The Dalles Yacht Club The Dalles, Ore.		Kaneoche Yacht Club Honolulu, Hawaii
	Burrard Yacht Club Vancouver, B. C.		Day Island Yacht Club Tacoma, Wash.		Kestlo Boat Club Kaslo, B. C.
	Cabrillo Beach Yacht Club San Pedro, Calif.		Delta Yacht Club Stockton, Calif.		Kauai Yacht Club Lihui, Kauai, T. H.
	California Speed Boat Association Oakland, Calif.		Devil's Lake Yacht Club Delake, Ore.		Kelowna Yacht Club Kelowna, B. C.

OFFICIAL FLAGS OF PACIFIC COAST YACHT CLUBS

	Ketchikan Yacht Club Ketchikan, Alaska		Merced Yacht Club Merced, Calif.		Rainier Yacht Club Seattle, Wash.
	Kitlineo Yacht Club Vancouver, B. C.		Mission Bay Yacht Club San Diego, Calif.		Richmond Yacht Club Richmond, Calif.
	Kootenay Launch Club Nelson, B. C.		Nanaimo Yacht Club Nanaimo, B. C.		Riverside Yacht Club Canby, Ore.
	Lake Arrowhead Yacht Club Lake Arrowhead, Calif.		Newport Harbor Yacht Club Balboa Island, Calif.		Rose City Yacht Club Portland, Ore.
	Lake Chelan Yacht Club Chelan, Wash.		Northern California Power Cruiser Association San Francisco, Calif.		Royal Canadian Navy Yacht Club Victoria, B. C.
	Lake Merritt Sailing Club Oakland, Calif.		Northshore Yacht Club Sausalito, Calif.		Royal Vancouver Yacht Club Vancouver, B. C.
	La Jolla Corinthian Yacht Club La Jolla, Calif.		Oakland Yacht Club Oakland, Calif.		Royal Victoria Yacht Club Victoria, B. C.
	La Playa Yacht Club La Playa, San Diego Calif.		Olympia Yacht Club Olympia, Wash.		Sacramento Yacht Club Sacramento, Calif.
	Lido Isle Yacht Club Newport Beach, Cal.		Pacific Coast Yachting Association		St. Francis Yacht Club San Francisco, Calif.
	Long Beach Outboard Club Long Beach, Calif.		Pacific Inter-Club Yacht Assn. San Francisco, Calif.		San Diego Speed-boat Club San Diego, Calif.
	Long Beach Yacht Club Long Beach, Calif.		Palo Alto Yacht Club Palo Alto, Calif.		San Diego Yacht Club San Diego, Calif.
	Longview Yacht Club Longview, Wash.		Pearl Harbor Yacht Club Honolulu, T. H.		San Francisco Yacht Club Belvedere, Calif.
	Los Angeles Yacht Club Terminal Island, Calif.		Point San Pablo Yacht Club Richmond, Calif.		San Luis Rey Yacht Club San Diego, Calif.
	Malibu Yacht Club Malibu, Calif.		Port Angeles Yacht Club Port Angeles, Wash.		San Luis Yacht Club San Luis Obispo, Cal.
	Maple Bay Yacht Club Maple Bay, B. C.		Portland Yacht Club Portland, Ore.		San Rafael Yacht Club San Rafael, Calif.
	Marin Yacht Club San Rafael, Calif.		Port Townsend Yacht Club Port Townsend, Wash.		Santa Barbara Yacht Club Santa Barbara, Calif.
	Marina Yacht Club Alameda, Calif.		Prince Rupert Yacht Club Prince Rupert, B. C.		Santa Cruz Yacht Club Santa Cruz, Calif.
	Martinez Yacht Club Martinez, Calif.		Queen City Yacht Club Seattle, Wash.		Santa Monica Yacht Club Santa Monica, Calif.

OFFICIAL FLAGS OF PACIFIC COAST YACHT CLUBS

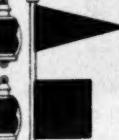
	Sausalito Cruising Club Sausalito, Calif.		Southwestern Yacht Club San Diego, Calif.		Vallejo Yacht Club Vallejo, Calif.
	Seattle Yacht Club Seattle, Wash.		Spokane Sailing Club Spokane, Wash.		Ventura County Boat Club Ventura, Calif.
	Sequoia Yacht Club, Inc. Redwood City, Calif.		Stockton Yacht Club Stockton, Calif.		Voyager's Yacht Club Newport Beach, Calif.
	Shasta Yacht Club Redding, Calif.		Swinomish Yacht Club La Connor, Wash.		Waikiki Yacht Club Honolulu, T. H.
	South Bay Yacht Club Alviso, Calif.		Tacoma Yacht Club Tacoma, Wash.		West Basin Yacht Club Wilmington, Calif.
	South Coast Corinthian Yacht Club Santa Monica, Calif.		Tahoe Yacht Club Lake Tahoe, Calif.		West Coast Yacht Club Los Angeles, Calif.
	Southern California Cruiser Association Los Angeles, Calif.		Transpacific Yacht Club Los Angeles, Calif.		West Vancouver Yacht Club West Vancouver, B. C.
	Southern California Yachting Assn. Los Angeles, Calif.		Tyee Yacht Club Seattle, Wash.		Yaquina Bay Yacht Club Newport, Ore.

U. S. STORM SIGNALS

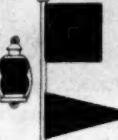


These signals are displayed when necessary at principal harbors, yacht clubs and Coast Guard stations and vessels

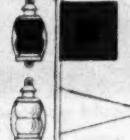
N. E. STORM



S. E. STORM



S. W. STORM



HURRICANE



CANADIAN STORM SIGNALS



WARNING TO SMALL CRAFT

Wind directions shown at start of storm.



EASTERLY GALE



HEAVY EASTERLY GALE

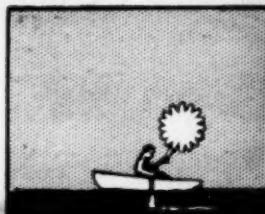


WESTERLY GALE



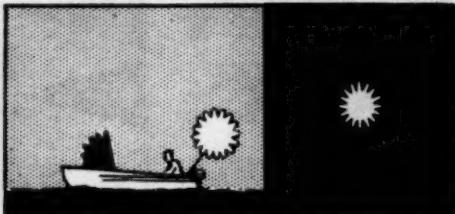
HEAVY WESTERLY GALE

ROW BOATS



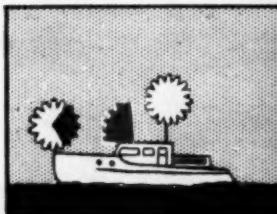
Rowing boats and all unpowered craft without sails should carry a portable white light to be shown whenever there is risk of collision.

MOTOR BOATS CLASS A and 1



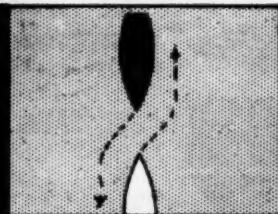
Motor boats of Class A (0-16 feet) and of Class 1 (16-26 feet) carry a combination green and red light forward, plus a white light aft.

MOTOR BOATS: Classes II and III



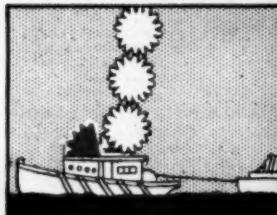
Motor boats of Class II (26-40 feet) and Class III (40-65 feet) carry a white light forward showing from right ahead to 2 points abeam and visible at least 2 miles; a red light on the port side and

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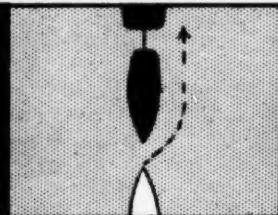
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TOWING VESSELS with TOWS

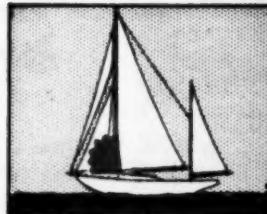


Yachtsmen should approach towing vessels with caution and study their lights. The thing or vessel towed carries white lights aft. The tow vessel itself carries, in addition to her sidelights, two bright lights

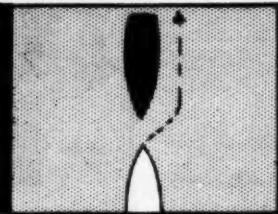
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SAILING CRAFT

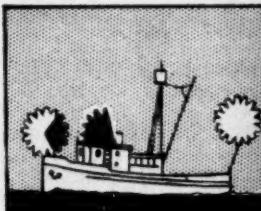


Sailing craft do not carry bow lights. They are required to carry 10 pt. red light to port, and 10 pt. green light to starboard, as

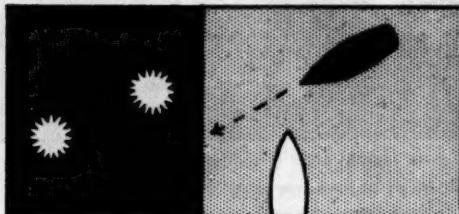


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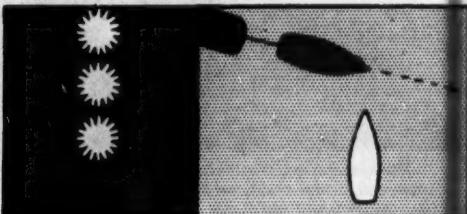
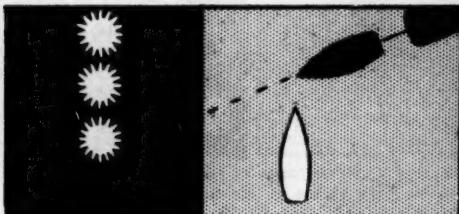
FISHING VESSELS



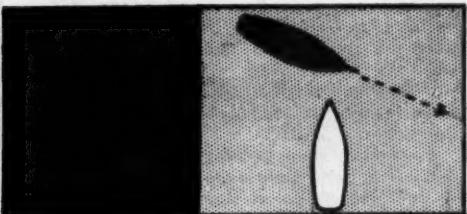
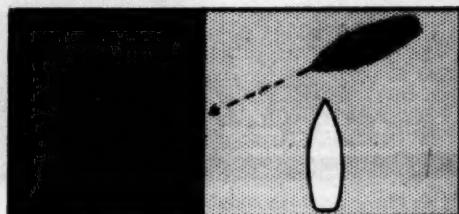
Fishing vessels carry peculiar combinations of lights, depending on whether or not they are engaged in fishing. A fishing vessel under way shows the usual lights of her class. When engaged in commercial fishing she carries the additional lights shown above. The white light, when fishing, may be carried not more than 10 feet horizontally away from the red light in the direction of the net.



a green light on the starboard, screened to show from right ahead to 2 points abeam and visible at least 1 mile; a white light aft showing all around the horizon and visible at least 2 miles.

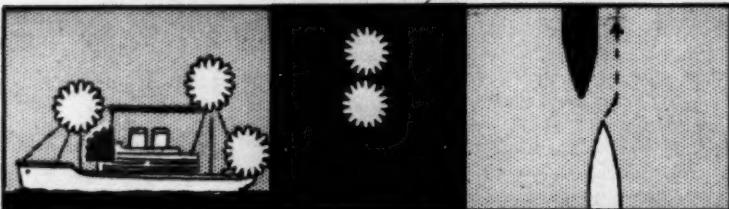


vertically, not less than 6 feet apart. When towing astern, three lights are used. Navy minesweepers at night carry two red and one white lights, arranged vertically under a topmast white light, to indicate a submerged tow.



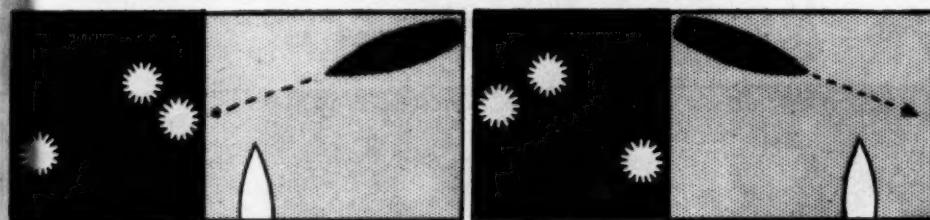
sidelights. When being overtaken by another vessel they must show a white light or flare aft. A motor-sailer carries no bow lights and no range lights.

STEAMSHIPS (Ocean)



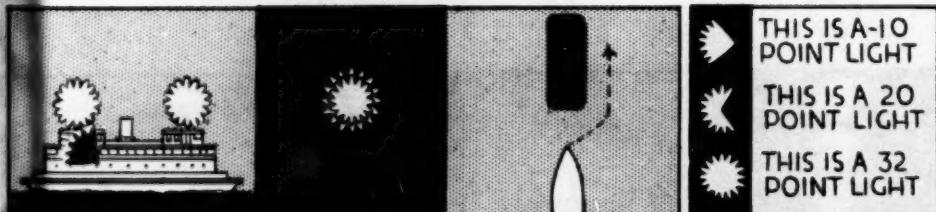
A steam vessel (which includes any vessel propelled by machinery) is required to show lights as indicated in the diagram above. As in

CONTINUED BELOW



In the case of other vessels shown on this in this section, some typical night situations are shown, illustrating the position of the vessels and the lights seen from the pilot house of your own boat.

DOUBLE-ENDER FERRIES



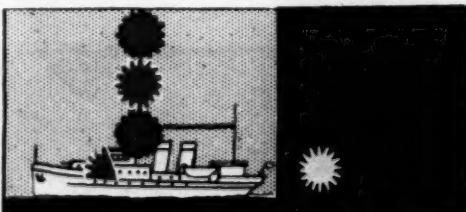
Double-end ferries carry red and green side lights, and a central range of two white lights, one at each end of the vessel and at the same height—the range lights visible all around the horizon. Other ferry boats carry the lights of ordinary steamers. In some localities "company lights" are shown higher than the range lights.

NAVY PORT EXAMINATION, GATE VESSELS

Port examination vessels have the following daylight and night-time designations: during the day, a Union Jack flown from the truck when the port is open; three vertical red balls when the port is closed.

At night, three all around horizon white lights when the port is open; when closed, three red lights.

Gate vessels, or guardships, also have distinctive day and night signals for traffic control. A full description of signals applying to a particular harbor entrance or restricted area should be secured by reference to "Notices to Mariners" or local Captain of the Port.



A Navy port examination vessel shows three red lights arranged vertically six feet apart to indicate that the port is closed—three white lights when the port is open.

Entering & Clearing Foreign Ports

ENTERING pleasure craft and motor driven commercial boats from a foreign port, or entering a foreign port from the United States, or clearing from a foreign port to a United States port, or clearing from a United States port for a foreign port is usually a simple matter for most yachtsmen and small boat operators.

Enrolled or licensed yachts are not required to clear for foreign ports. All other documented vessels and undocumented vessels are required to clear.

However, numbered vessels under five net tons do not have to clear from the American ports of Friday Harbor and Anacortes to Canada. Neither are they required to officially enter upon their return. However, it is requested that they report out and it is necessary for them to report to Customs upon their return.

On entering the foreign port the captain and owner should report immediately to the customs and immigration authorities at the port at which entry is made, and none of the guests or crew, except the captain or owner, may leave the vessel, and then only to report its arrival to customs, until the inspector has examined the vessel and passed it.

Leaving a foreign port, if a cruising permit has been issued, this permit should be surrendered to the issuing authority. Foreign customs and immigration authorities will clarify any other restrictions to be imposed upon the boat, and requirements should be strictly followed.

Entering the United States from a foreign port, the owner or captain must report within 24 hours of the boat's arrival to the customs, and the captain should not allow guests or crew to go ashore from the boat until the customs inspector has examined the boat and baggage of the crew, etc. A report should be made to immigration authorities immediately upon arrival. Documented boats 16 gross tons or over are required to enter and file a manifest at the customs house whether or not passengers or merchandise are aboard.

American documented yachts are exempt from clearance and entrance from one American port to another American port and in sailing to a foreign port. On arrival from a foreign port such arrival must be reported within 24 hours and large yachts of 16 gross tons or over regularly entered within 48 hours. Arrival may be reported by telephone but all crew, passengers and their baggage must remain on board until released by Customs.

If a yacht is going foreign and sailing from an American port when sanitary conditions are bad or contagious diseases prevail she must obtain a bill of health. This also applies again in arriving from a foreign port where the same conditions exist.

All documented yachts over 15 gross tons or undocumented yachts or pleasure boats must enter and pay entrance fees.

Vessels and airplanes entering and clearing at Friday Harbor, Wash., will not be required to pay the usual customs and immigration overtime charges for services rendered on Sundays and holiday between June 1 to September 1, from 9 a.m. to 5 p.m. A contribution of \$2.00 per boat is collected to help pay for this special service.

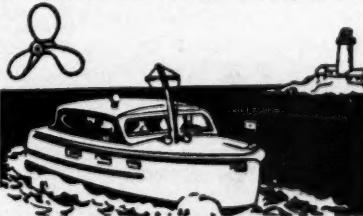
The Commissioner of Customs may issue to American yachts belonging to a regularly organized or an incorporated yacht club a commission to sail for pleasure, stating therein the exemptions and privileges enjoyed under it and shall be a token of credit to any U.S. official, and to the authorities of any foreign power, for privileges enjoyed under it. On return such yacht must enter and surrender the commission at the custom house.

The British Columbia authorities issue a cruising permit which will be given upon request upon arrival at the first Canadian customs port. This allows full privileges of free entry and clearance in all B. C. waters, but must be returned to the port of issuance before departure from British Columbia.

A Canadian yacht can obtain a cruising permit in much the same manner from U. S. Customs authorities. The Canadian yacht must telephone the U. S. customs and report each movement between U. S. ports, however. Such permits may be issued for a period not to exceed six months, but must be surrendered upon departure from the last United States customs port.

Lambie

PROPELLER COMPANY, Inc.



Designs, Sales and Service

DYNAMIC BALANCING

216 East C Street

Wilmington, Calif.

Pacific Coast Harbors

The principal harbors used by pleasure and commercial craft on the Pacific Coast are shown on the following pages. Many of the maps shown in this edition are new or completely revised, compiled from the latest government charts and information supplied by port authorities. Detailed description of the facilities of each port accompanies the maps.

PACIFIC MOTOR BOAT'S Harbors section is intended only to supplement government charts and Coast Pilots and should not be used for navigation purposes. Channels, depths and dangers are not generally shown.

Every major oil company has been asked to locate its marine service stations where facilities for servicing small boats are available. These are indicated on the various harbor maps.

Location of major yacht club moorings, where facilities are available to visiting members of other yacht clubs, are shown for most harbors.

North indicated on the maps is true north.

KEY TO MAP SYMBOLS

The various symbols on the maps and what they designate are shown



.....*Public Yacht Harbors.*



.....*Fuel and Lubricating Oil Stations.*

White letter "S" in black dot indicates Standard Oil Co. station. "U" stations, Union Oil Co. "B" indicates British American Oil Co. stations in British Columbia, which accept Union credit cards. Black "S" in white dot indicates Shell Oil Co. "A" in black dot indicates Associated. "G" designates locations of General Petroleum stations. "H" shows stations of the Home Oil Co. of British Columbia. Plain black dots designate miscellaneous supply stations.



.....*Yacht Clubs.*



.....*Small Craft Landings and Moorages.*



.....*Small Craft Anchorages.*



.....*Drawbridges.*



.....*Weather Signals, Storm Warnings.*

SOUTHERN CALIFORNIA

Harbors

ALTHOUGH the coast of California is generally rugged and mountainous, there are numerous bays and shallow tidal basins which offer harbors of refuge for small boats.

The larger harbors include San Diego, Newport, and Los Angeles-Long Beach, although there are many fine small harbors being developed to accommodate the rapidly-growing Southern California fleets.

There are few shoals or dangerous reefs off the Southern California coast. The principal islands offshore are the Santa Barbara group. The most-visited is the world-famous Santa Catalina Island, 21.7 miles offshore from Los Angeles, which offers a year around playground for yachtsmen. Cruises are also made to other of the offshore islands.

Because of the mildness of the climate, boats are never laid up in the winter

time. However, the rainy season begins about November and continues until April, and few ocean cruises are made at this time. From May until Christmas the Southern California yacht clubs have a crowded schedule of events and cruises.

The largest ocean sailing yacht race in the world, in regard to the number of boats participating, is the race from Newport Harbor to Ensenada, Mexico, which has become an annual event in May. The longest ocean race in the world, the Transpacific Race from Los Angeles to Honolulu in the Hawaiian Islands, is held on the odd-numbered years.

A detailed guide to waters of the California coast is the information pamphlet published by the office of the division engineer, South Pacific Division, Oakland Army Base, Oakland, California, entitled, "Small-boat harbors and shelters, Coast of California."

Los Angeles

is ideally situated and its fine sheltered Harbor is fully equipped to meet every need of the yachtsman and small boat owner.

In approaching San Pedro Bay, each entrance to the breakwater is marked by a lighted sound buoy (no specific navigational information.)

All classes of vessels, both inbound and outbound, should pass these buoys to port. Vessels should shape courses to approximately north or south before passing buoys and proceed at speeds no greater than is necessary for steerage while negotiating the entrances.

A hazard is the separation of ocean and inland boundaries right at the breakwater. Vessels exchanging sound signals there may only confound a collision situation.

Vessels en route to Newport and not desiring to go out and around the approach buoy may, of course, run inside the harbor to an exit at the eastern extremity of the new breakwater toward Seal Beach.

During the last few years, vast improvements have been made for the yachtsman in the East Basin, where tidelands were reclaimed by filling to provide large car parking areas and sufficient frontage to moor in excess of 600 yachts. Small boats may also anchor in the Outer Harbor area adjacent to Cabrillo Beach. There are a number of yacht landings to serve the boat owner.

The Cabrillo Beach Yacht Club has a clubhouse at the foot of Miner street in San Pedro. There is a pier with a hoist and an electric winch with a capacity of 2000 pounds available for launching small boats.

The Los Angeles Yacht Club is located on the mole at the foot of Barracuda Street, Terminal Island, Los Angeles Harbor. The club maintains an anchorage, a clubhouse, lockers for yachting gear, equipment for lowering and lifting small and medium-size sailing boats and yachts from the water, and has space available for the storage of small boats and the parking of automobiles. Yachtsmen frequently have the courtesy of the club facilities, along with the Los Angeles Yacht Club membership, for spe-

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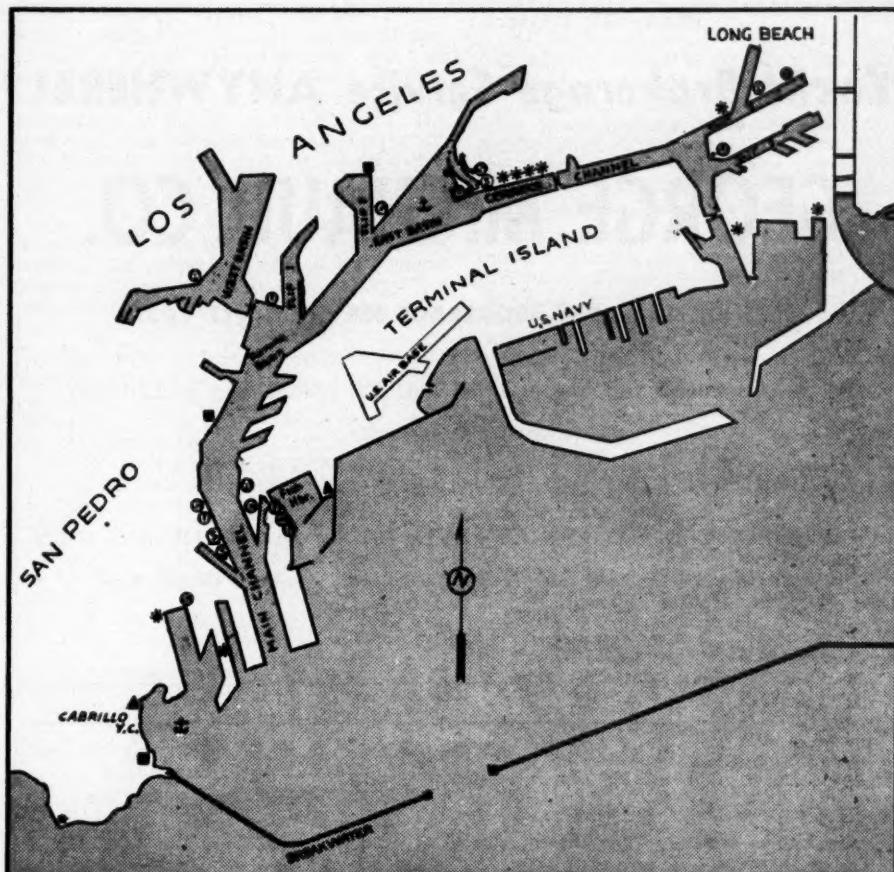
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LOS ANGELES
SAN DIEGO

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MARINE

SAN
PEDRO



LOS ANGELES AND LONG BEACH

cial regattas and yacht races and for entertainment within the clubhouse. Two or three moorings are available to visiting yachtsmen which may be reserved by prior telephone call to Burdick H. Eaton, Port Captain, Dunkirk 3-1901. The anchorage is undergoing extensive dredging, as a result of which all moorings have been laid on the dock, and the exact date on which the club will again be in commission has not yet been established.

There are two public landings in Los Angeles Harbor, one located at the foot of Avalon Street in the Wilmington Dis-

trict at Berth 186, and the other at the foot of First Street in the San Pedro District at Berth 89, as well as the Cabrillo Beach pier at the foot of Thirty-eighth Street, San Pedro. There are ample parking facilities for the parking of automobiles adjacent to each of these locations.

Several small boat building and marine repair yards are maintained in Los Angeles Harbor as well as marine equipment stores.

Cerritos Channel is spanned by two bridges, the Commodore Schuyler F.

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TERMINAL ISLAND, CALIF.

Heim highway bridge, and the Henry Ford (Badger) Avenue railroad and highway bridge approximately 130 feet westerly. From 7:30 a.m. to 8:00 a.m. and from 4:30 p.m. to 5 p.m., except Saturdays, Sundays, and holidays, the draw of the Commodore Schuyler F. Heim bridge shall not be opened for the passage of vessels except in case of emergency. The draw of the Henry Ford Avenue bridge shall be opened with the least possible delay at any time on receiving the prescribed signal, two short blasts followed by one long blast. The call signal for opening both bridges at one time is three long blasts.

The Commodore Heim bridge is a lift span for highway traffic, horizontal clearance at center 180 feet, vertical clearance above m.h.w. 52.9 feet. The Henry Ford bridge is a double leaf bascule for railway and highway traffic, horizontal clearance 180 feet, vertical clearance above m.h.w. when closed, 12 feet.

Boats can enter Los Angeles Harbor via the Main Channel and the East Basin Channel and reach the sea by sailing through the Cerritos Channel and out the Long Beach entrance, or vice versa.

The strategic location of Los Angeles Harbor makes it ideal for a cruise to any point in the Pacific Ocean, and affords the small boat owner the advantage of making trips to the romantic islands off the California Coast: Catalina Island, the Santa Barbara Islands, the San Clemente Islands, and others not too far distant for small boats.

Many yacht races center in Los Angeles Harbor annually, such as the San Clemente Island Race, the Around Catalina Race, the Southern California Mid-winter Regatta, the International Star Boat Championships, and the start of the Honolulu Race.

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Long Beach.

California's newest major port, has taken its place among the leading ports of the United States. The outer harbor has been developed from a sandy beach to a major port, while the development of the inner harbor which was taken over by the City of Long Beach in 1916, is being continued at an accelerated pace.

The port is principally a commercial harbor catering to vessels of the 10,000 ton class. There are three private yacht landings in the Port of Long Beach. They are located at 1700 West Ninth Street, 1500 West Eighth Street, and 1550 West Seventh Street.

There is a public launching ramp for small boats located at the foot of Golden Avenue. This has proved a great boon to the small boat owner with a trailer. Another major accomplishment of the city has been the completion of the Magnolia Avenue Pier located at the foot of Magnolia Avenue. All of the facilities are not yet in. However, space will be provided for scenic excursion boats, sportsfishing, rowboats, speedboat rides, and pier fishing.

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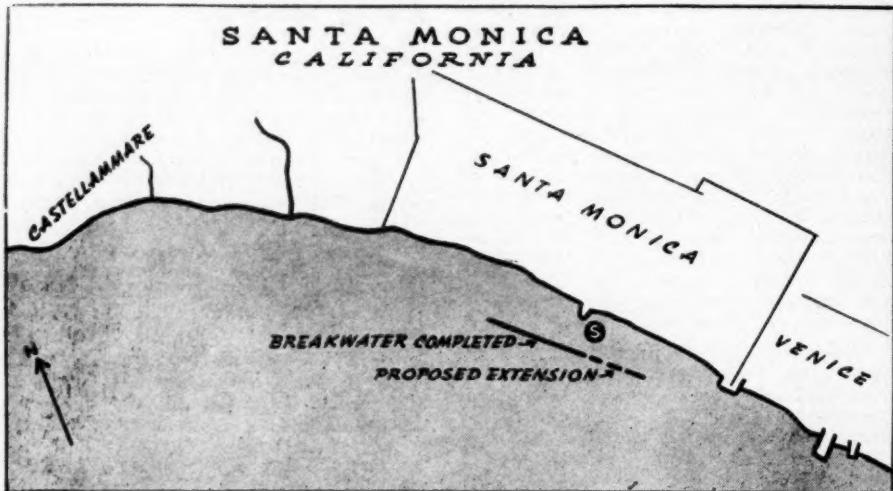
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SANTA MONICA

With the future development of Alameda Bay, small craft will be provided with an outstanding protected harbor, anchorage, and marine service.

The call signal for opening the draw on the pontoon bridge at the entrance channel to Long Beach inner harbor is one long blast followed by two short blasts. This signal shall be acknowledged by two long blasts followed by one short blast when the draw can be opened immediately, and by two long blasts when the draw cannot be opened immediately.

Santa Monica

affords the only protected shelter between Port Hueneme and San Pedro. This harbor is the nearest ocean point to the center of the city of Los Angeles and survey shows it to be the closest point to the residential section of the majority of Los Angeles County yachtsmen. Its famous white sand beach is one of the most used in the southland.

When entering the Harbor from the east end, all vessels must proceed with

caution in passing the heads of the docks and observe the speed limit imposed by port authorities.

The breakwater parallels the shore and is 1800 feet off shore. The harbor has moorings and storage spaces for all. A Harbor Guard is always on watch to insure protection and service to boats and owners.

Information relative to the Yacht Clubs and Associations can be obtained from the Harbor Office on the end of the Municipal pier. The Yacht Club float and landing is located on the northwest side of the pier.

Gasoline, diesel oil, lubricants and rock gas can be obtained in any quantity. Boat yards and ship chandleries capable of rendering complete repairs are located on the Santa Monica pier.

Santa Monica is a recognized boat anchorage and no night lights are required on boats up to 65 feet.

The Malibu Yacht Club is located at Paradise Cove, known on the charts as Dume Cove, just in the lee of Point Dume. This is 18 miles N. W. of the

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city of Santa Monica, just east of Malibu, Calif. A Shell marine station (location not shown on the accompanying map) is also located at Paradise Cove.

Port Hueneme

situated on the southern California coast at the southeast end of the Santa Barbara Channel, is one of the newest man-made harbors on the Pacific coast. It is 59 miles northwestward of Los Angeles-Long Beach Harbor and 28 miles southeastward of Santa Barbara. It is contiguous with Hueneme and within a few miles of Oxnard and Camarillo, agricultural communities of the district.

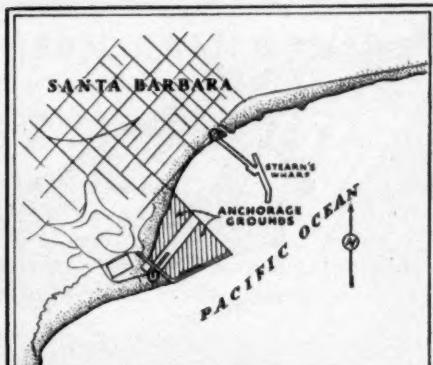
The entrance is bounded by an east and west jetty, the former running southward and the latter southwestward.

Port Hueneme is still in the hands of the Navy with the exception of the small portion known as Dock One. Use of Dock One is almost entirely commercial. Fish are landed and a few sports fishing boats are allowed to operate. It is stated that room is limited and the harbors use by pleasure craft is frowned on except in case of bad weather or other emergency.

Nearly all Ventura County Boat Club boats are now moored at Santa Barbara due to lack of facilities in this port. Formerly a few boats have been moored in the open sea near the Ventura pier during the summer months. The club has met with some success with the State of California over the use of a portion of the end of the Ventura Pier for small boat launching, and permission to install a ladder and skiff has been obtained. However, the landing stage has been leased to an oil company and is not available. Anyone finding it necessary to stop at Ventura will be given all possible help by State Park employees and the Ventura County Boat Club.

Santa Barbara

is situated on Santa Barbara Channel, facing south. It is northeast of La Vigia Hill, forty miles east from Point Concep-



SANTA BARBARA

tion and thirty miles west-northwest from Point Hueneme. The islands of Santa Cruz, Santa Rosa, San Miguel and Anacapa lie across the channel, about 25-35 miles to the south.

La Vigia Hill, 592 feet high, is the distinguishing feature when approaching from the east or west. Santa Barbara Point is a high cliff and the eastern limit of a narrow tableland upon which Santa Barbara lighthouse is located. Goleta Point is six and one-half miles west of Santa Barbara Point and is low and terminates in a 30-foot high cliff. Point Conception, a bold headland 220 feet high is found at the west end of Santa Barbara Channel.

At the present there is harborage for some 300 boats.

Persons living in the Westwood-Beverly Hills sector are finding the Santa Barbara "drive" an easy one to their boats.

Limited facilities, to be improved and augmented, include Stearn's wharf, Navy pier (partially available to the city), a float for small craft landing and mooring spaces for small pleasure craft. The moorage is generally crowded, and more space is dependent upon additional dredging.

Facilities of supply are generally available at Santa Barbara.

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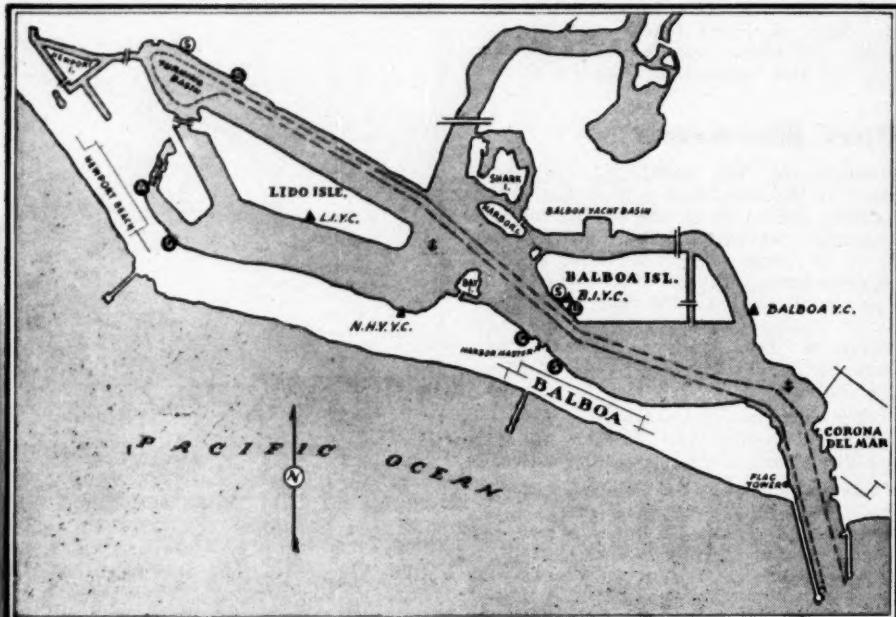
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NEWPORT HARBOR

Newport Harbor

entrance is 20 miles distant from Los Angeles, Long Beach Harbor and 80 miles northwest of San Diego.

The entrance harbor is 500 feet wide. It is guarded and maintained by rock jetties. Channels and anchorage areas are indicated by suitable lights and beacons. An official harbor map will be furnished upon request to the Harbor Master or Chamber of Commerce.

Entering the inlet the course to the Newport Harbor Yacht Club may be found by following the beacons to the Balboa Turning Basin opposite the Balboa Pavilion, thence proceeding in a northwesterly direction around Bay Island, a small island filled with residences which bears dead ahead as one enters the turning basin, then shaping one's course between this island and the beacon which stands northerly of

it, and turning sharply to port when between the beacon and the island. The Newport Harbor Yacht Club will be seen dead ahead and less than a quarter of a mile away. The mooring area of this club and dining and cabin facilities of the club are available to visiting yacht club members for a two week period in a calendar year.

The Rhine canal was dredged and bulkheaded in 1950 to a minimum of 10 feet at mean lower low water to provide better berthing facilities for the commercial fishing vessels in the vicinity of the three canneries. The channel provides a land-locked mooring for the West Newport area and an access to the main harbor turning basin.

A channel has been dredged around Newport Island in the West Newport area, giving a depth of five feet at mean lower low water for the small pleasure boats moored around Newport Island.

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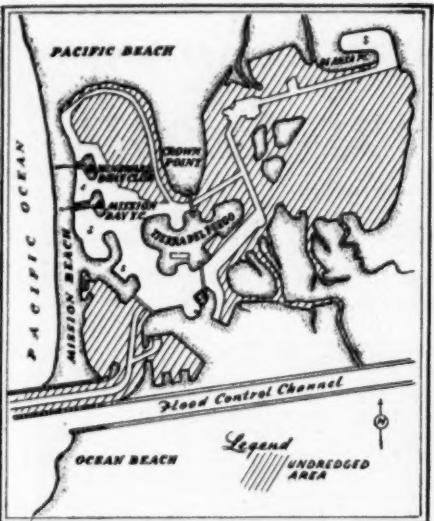
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MISSION BAY

Situated in the center of what is recognized as one of the world's greatest fishing grounds, this area offers the deep sea fisherman every facility for the taking of yellowtail, bluefin tuna, barracuda, halibut, and a variety of smaller fish during April to October with the best fishing for that king of gamesters, the marlin swordfish, extending through July, August and September, the latter months being the best.

This land-locked bay is a busy place. A beautiful resort, it is populated on the water by more than 4,000 boats. They run the list from steel schooners to small sail craft like the Snowbirds.

Supply and service are big business in Newport Harbor and there is everything for the boatmen—yards, marinas, stores and fuel stations.



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Mission Bay:

Mission Bay is a shallow tidal basin being transformed into a recreation area of nearly 4,000 acres. It is about 8 miles north of the entrance to San Diego Bay. It will be completed in 1952. A pilot channel into the bay from the ocean is now underway and dredging of a portion of the commercial basin has begun to create a 400-foot frontage for construction of piers for commercial enterprises, fishing boats and boat repair facilities.

One of the best known small boat sailing organizations on the West Coast is located on Mission Bay, the Mission Bay Yacht Club on El Carmel Point. Here, too, is the Windward Boat Club using boats built at the Santa Clara Boathouse to teach children from 12 to 17 years to sail. Dana Landing, in the heart of the bay, is the sportfishing center of the new area.

San Diego

is the most southerly seaport on the Pacific Coast of the United States. The harbor widens from a narrow and rather deep channel at the entrance to a broad, shallow basin at the upper end of the bay. The bar has a least depth of 35 feet at low water, and the largest vessels enter and leave with ease.

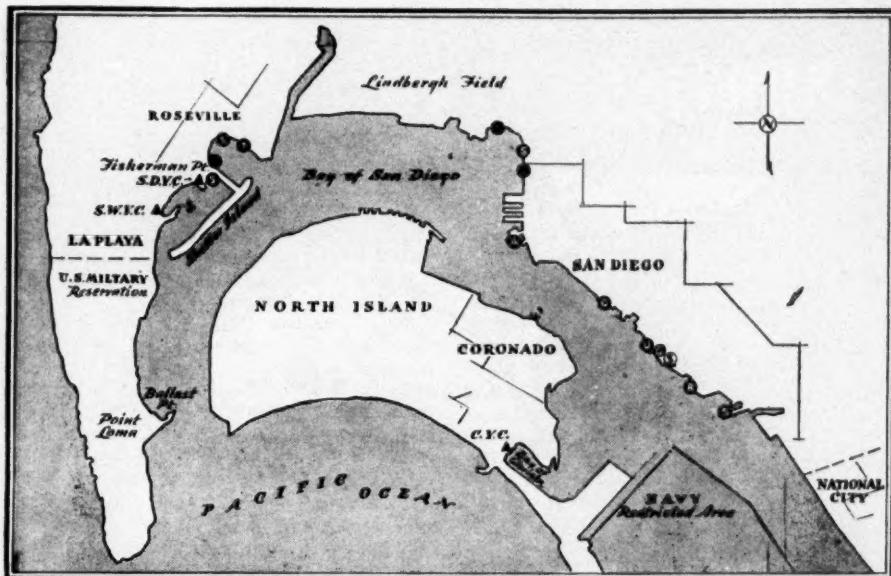
The entrance to the port is about 10 miles north of the Mexican border.

The harbor is navigable throughout the entire year, high winds being infrequent, and fogs occurring chiefly in the winter months, generally clearing off within an hour or so after sunrise. The prevailing wind is northwest; storm winds, occurring in the winter months only, are from southeast to southwest.

The San Diego Yacht Club is located under the lee of Point Loma at the San Diego Municipal Yacht Harbor. A large area is available for boats to anchor. Gasoline is for sale at marine stations in the basin and boat building plants are nearby.

The La Playa Yacht Club is located off the foot of Qualtrough Street, Point Loma, at the head of Quiet Cove, about 600 yards S.S.E. of the San Diego Yacht Club house. The La Playa Y. C. has a wharf and a beach, but no clubhouse. The port captain lives at the land end of the wharf and will open the locked gate for the convenience of the visitors.

The Coronado Yacht Club and the Coronado Rod and Reel Club have a



SAN DIEGO

clubhouse, anchorage, and turning basin located at the westerly end of Glorietta Bay near the world famous Hotel del Coronado. There are facilities for restocking, water, ice, food, etc. Rooms, showers, toilet facilities are available at the Yacht Club.

All repairs to gasoline and diesel engines, electrical gear and auxiliaries may be made in port. A number of completely equipped boatyards and repair shops are located at convenient points along the waterfront. The port is noted for the building of larger types of fishing vessels and first-class yachts are turned out. All kinds of repairs to wooden hulls may be made; repairs to steam machinery and to steel hulls may be made also. All shops have marine ways.

The waters about the Coronado Islands are the surface feeding grounds of the migratory game fish such as yellowtail, tuna, marlin and broadtail.

The kelp beds formed by the giant California kelp about two miles offshore are the natural feeding grounds for a large variety of sport fish.

Big game fishermen seeking the battling marlin, broadtail and giant tuna will find the answer to their prayers in the waters off Point Loma. From July 1st to October 1st, thousands of these gamesters are waiting to be lured. At Point Loma the city of San Diego has constructed a municipal sportsfishing pier from which two major associations dispatch day and charter boats.

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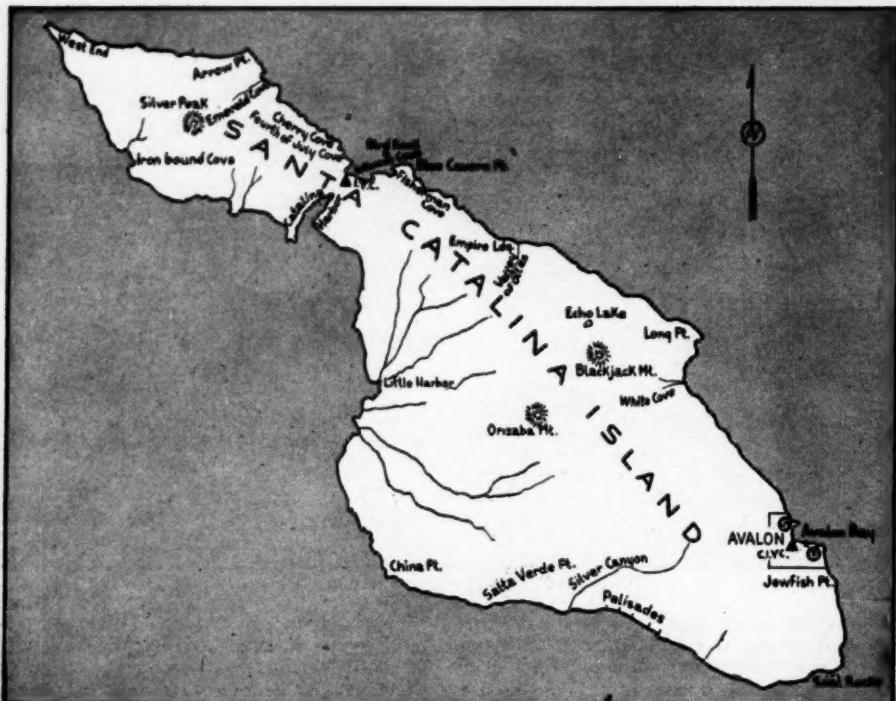
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CATALINA ISLAND

Catalina Island

is 21.7 nautical miles southward from San Pedro. It is 18½ miles long in an east and west direction with a greatest width of 7 miles. It is rugged and mountainous. The island rises abruptly from deep water, the 30-fathom curve lying close inshore.

Avalon Harbor is on the north side of the island 2½ miles from its eastern end. It is about ½ mile by ¼ mile in extent, and affords anchorage in 8 fathoms, sandy bottom; there is a 20-fathom depth immediately outside the points of the cove. The shelter is good in all weather except during the winter, when rare northeasterly winds sometimes make trouble.

Avalon Harbor or Dakin Cove as it is more commonly known, is the favorite rendezvous on Catalina Island for all Southern California boatmen. Practically the entire harbor is available for boat anchorage and is fairly well sheltered from all but ground swells. The Catalina Island Yacht Club is located to the north of the main pier a short distance beyond the Tuna Club. A public landing dock for small boats is provided at the pier south

of the main dock. Oil may be secured at the station just south of Sugar Loaf Point.

White's Landing, 3½ miles westward from Avalon, affords an 8-fathom anchorage, with protection similar to that of Dakin Cove. Isthmus Cove, on the north shore 6 miles eastward from the western end of the island, affords shelter for motor boats in southerly weather but is dangerous in northwesterly. There is a landing dock here. Catalina Harbor, on the southern side of the isthmus separating it from Isthmus Cove, affords shelter for motor boats except in southerly weather. It is funnel-shaped, about ¼ mile long. It is free from hidden dangers and easy of access.

Situated as it is and recognized as a true fisherman's paradise, Catalina offers the deep sea fisherman from April to October the thrill of a lifetime: yellowtail, blue fin tuna, barracuda, white sea bass and black sea bass. Marlin and broadbill swordfish through July, August, September and October; a variety of smaller fish the year around.

There is a seaplane restricted area in the vicinity of White Rock, near Avalon.

NORTHERN CALIFORNIA

Harbors

YACHTING and small boating is one of the major sports of northern California both inland, on San Francisco Bay and its tributaries and in the mountain lakes.

Starting down the Coast one finds that yachting and small boating has been revived and is most active through the efforts of the Humboldt Bay Yacht Club at Eureka, on Humboldt Bay. A full program of cruises and outboard races is offered during the season.

Across the mountains just above Redding is magnificent Lake Shasta, backed up by mighty Shasta dam. A program of fish planting by various governmental agencies in connection with sportsmen, will assure fine fishing on this lake in just a few more years. Here the Shasta Lake Boat & Yacht Club is active, along with other boat minded residents of the area.

Clear Lake, California's largest body of fresh water entirely within the boun-

daries of the state, will be busier than ever before with boats and boating.

Again will Lake Millerton, one of the newest boating spots in the state, resound to the roar of inboard and outboard engines. Small boat sailing is a sport that is also gaining much favor on this lake.

Shaver, Huntington, and Bass Lake, all up in the mountains east of Millerton, above Fresno, will again be thronged with small boats.

Lake Tahoe, the "Lake of the Sky" will be alive with power boats, and there will be a big program of events organized by the Tahoe Yacht Club, and also by the Lake Tahoe Flotilla No. 61, USCGA.

San Francisco Bay and its tributaries will see major cruising events, such as the newly organized cruise to Drakes Bay, and Inverness, by the Pacific Inter-Club Yacht Association.

San Francisco Bay

with its series of connecting bays, has a length of about 40 nautical miles and widths of from 3 to 10 miles. It has a shore line of more than 200 miles and a water area of about 450 square miles. Although most of the bay is suitable for shallow draft navigation, there are considerable areas of tidal flats drying at low tide. The daily range of the tide is about 6 feet and the most extreme range is about 11 feet.

The approaches to the Golden Gate are through the Gulf of the Farallons, which is about 35 miles long in a northwest and southeast direction, with a greatest width of 23 miles. In approaching the entrance, Point Reyes, Mount Tamalpais, the Farallons, Point San Pedro, and Montara Mountains are all prominent in clear weather.

Outside the entrance to the Golden Gate is a semi-circular bar extending from a point $\frac{1}{2}$ mile westward from Point Bonita to a point nearly one mile offshore and 3 miles southward from Point Lobos. The extreme outer point

of the bar is $5\frac{1}{2}$ miles southwest from Point Bonita. The northern point of the bar is shoalest and is known as Four Fathom Bank. The depths over the remainder of the bar range from 31 to 36 feet.

Golden Gate is reached by three channels—the Bonita Channel, which parallels the coast north of Point Bonita; the main ship channel, which crosses the bar and enters the Golden Gate from a southwestward direction; the south channel, which parallels the coast south of Point Lobos. The main ship channel is the one most generally used. This has a width of $\frac{3}{4}$ of a mile and is a little over $\frac{1}{4}$ of a mile long between the outer and the inner 61 fathom curves. The controlling depths are 54 feet in the Bonita channel, 35 feet in the main channel, and 35 feet in the south channel. The depths through the Golden Gate are more than sufficient for navigation by the largest vessels.

North of the Golden Gate the natural channels have ample depth for the biggest yachts into San Pablo Bay, and a dredged channel in this bay affords passage at low water for boats drawing up

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to 29 feet to Mare Island Navy Yard, and through Carquinez Strait. A channel for smaller yachts also extends from the bay into Petaluma Creek, where bass fishing abounds. Except for these channels, the water in the bay is generally shallow.

The principal communities on the western side of San Francisco Bay proper are San Rafael, Sausalito, and Tiburon, north of the entrance, and San Francisco, South San Francisco, San Mateo, and Redwood City, south of the entrance. On the eastern side of the bay are Alameda, Oakland, Emeryville, Berkeley and Richmond.

The City of Vallejo at its extreme eastern end lies partly on the Napa River. The Mare Island Navy Yard is located on San Pablo Bay and immediately across the Napa River from Vallejo. It is at the latter town that the Vallejo Yacht Club maintains a spacious clubhouse, with facilities for obtaining water and fuel. It is centrally located to the town of Vallejo where other marine supplies may be obtained.

Northeasterly from the St. Francis Yacht Club, and at a distance of about 7 miles, is the Port of Richmond. The city has a waterfront of approximately 7½ miles extending from Point San Pablo to Point Isabel, near the Contra-Costa-Alameda boundary line. It is in the so-called inner harbor that there are facilities for the provisioning of small boats.

Oakland and Alameda are situated on the eastern shore of San Francisco Bay, opposite the City of San Francisco.

Berkeley Yacht Harbor is located on the east shore of San Francisco Bay, 8½ miles ENE of Fort Point. It is on the north side of the inshore end of the Berkeley Municipal Fishing Pier (formerly the Southern Pacific-Golden Gate Ferry Pier). A measured nautical mile on the north side of the pier is indicated by striped markers.

Municipally owned and operated, the harbor berths some 300 boats up to 100 feet in length, with additional protected space for mooring. It is the home of the Berkeley and the University of California Yacht Clubs. In addition to berthing and anchorage, facilities available include dockside water, electricity, lockers (gear and dinghy), watchman and garbage service.

Privately operated land and marine gas stations, chandlery, marine railways, and hoists are within the harbor area, and available to all boat owners. An

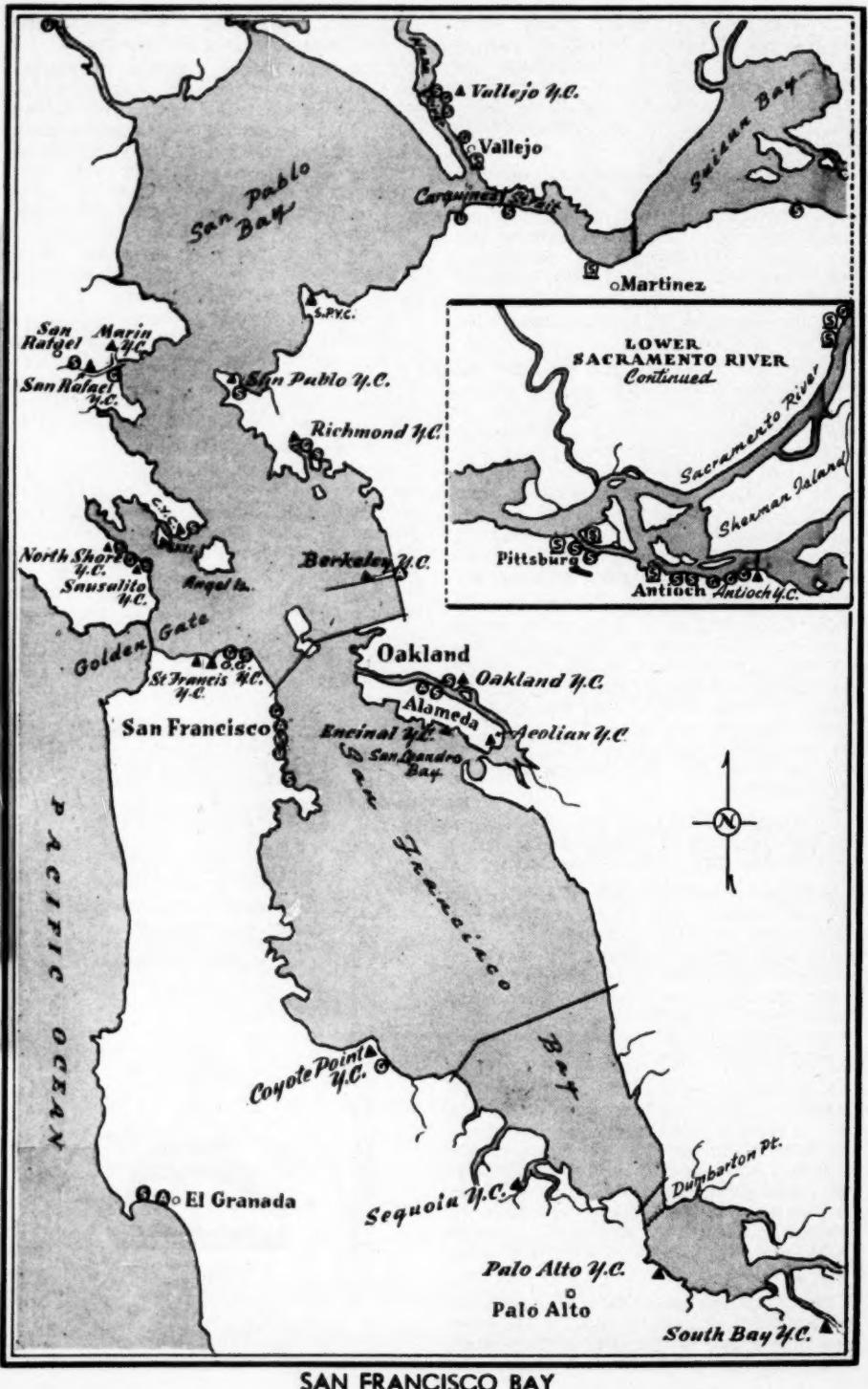
emergency crash boat is operated by the City of Berkeley on a 24-hour basis.

There are several islands of importance in the bay, notably Angel Island, northeast of the inner end of the Golden Gate; Alcatraz Island, 1½ miles south of Angel Island and about 1 mile north of the San Francisco waterfront; and Yerba Buena or Goat Island, lying 1½ miles east of the waterfront of San Francisco. Just inside the Golden Gate and south of the channel is the Presidio shoal, while directly north of North Point is Blossom Rock. These are well marked.

Facilities for the accommodation of yachtsmen exist mainly in the inner harbor, which consists of a tidal estuary about 7 miles long. It includes the San Antonio Estuary, the Brooklyn Basin, and the tidal canal connecting the estuary with San Leandro Bay.

As the boatman enters San Francisco Bay he will observe on his starboard bow, when he has proceeded approximately 3 miles from Fort Point, the St. Francis Yacht Club. Adjacent to the St. Francis Yacht Club, is the Yacht Harbor, where the boatman may find a temporary berth, fuel, water, and other accommodations. The Yacht Harbor is under the jurisdiction of the San Francisco Park Commission.





Directly across the bay from the St. Francis Yacht Club, in a northerly direction, is the San Francisco Yacht Club. This club is in sheltered Belvedere Cove, a distance of about 5 miles from the St. Francis Yacht Club.

About half a mile in a southeasterly direction from the San Francisco Yacht Club is the Corinthian Yacht Club. As with the San Francisco Yacht Club, the Corinthian has a large clubhouse and float.

Up the Oakland Estuary about 8 miles from San Francisco, at the foot of 19th Avenue, is the Oakland Yacht Club. Here are maintained all necessary facilities for servicing yachts with a commodious yacht basin, and a club house.

The Aeolian Yacht Club is located on San Leandro Bay at the south end of Alameda. Here is a well equipped yacht harbor, with all necessary supplies available, and a commodious clubhouse.

Boats may proceed to the mouth of Alviso Slough, on which is located the South Bay Yacht Club, near the town of Alviso. A clubhouse is maintained here, with fuel and water available.

North from Alviso and the South Bay Yacht Club, on the western shore of San

Francisco Bay, about 30 miles from the St. Francis Yacht Club, is located the Palo Alto Yacht Club, a well sheltered harbor, and with full facilities for servicing yachts.

There is a measured nautical mile on the Oakland estuary side of the Western Pacific Mole at Oakland. It is set with steel and concrete posts and markers, on an East-West course running from the Bay end of the mole one mile up the estuary to the Oakland Garbage pier.

The measured mile was installed by the Port of Oakland at the request of the Oakland Junior Chamber of Commerce.

There is another measured mile, which is unofficial, along the San Francisco side. It is unmarked, but stretches from the east side of the end of Van Ness Avenue to the West side of Baker street.

Restricted Areas

Mariners operating small craft in these waters should keep in mind that a number of restricted areas exist in waters adjacent to military installations and areas where military and other government craft are berthed or moored as well as seaplane landing areas.

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is situated some two miles northeast from the Golden Gate Bridge. Picturesque Sausalito has much to offer the boatman. First to be sighted as the boatman traverses the Sausalito waterfront is a modern and able boat yard. Here are located boat repair facilities and marine ways.

A half mile further on the waterfront is located the old building of the San Francisco Yacht Club, now being occupied by the Sausalito Yacht Club. In this building is located a bait and tackle shop, where sport fishing gear may be obtained, and where fishing parties may be arranged.

Still further along is the Sausalito Yacht Harbor, where is berthed a large fleet of yachts. This facility is operated by well-known shipbuilders.

Next to be sighted by the boatman as he cruises northeast along the waterfront is another yard where are located complete facilities for new construction and repairs to boats, engine installations, and repairs, fuel and lubricating oils.

Other facilities follow, where new construction and repairs can be undertaken.

To the north is a large establishment where new construction in both steel and wood is undertaken, as well as all kinds of boat repairs, engine installations and repairs. The company has a marine filling station providing marine fuels, diesel oil and gasoline and marine lubricants.

Belvedere Cove

lies about 3 miles easterly from Sausalito, at the southern end of the Tiburon Peninsula. Approaches to the cove are in deep water, and depths within the cove range between 2 and 16 feet.

Two of the largest yacht clubs in San Francisco Bay are located here—Corinthian and San Francisco. Other moorings and terminals enhance its importance. Water and petroleum products are available.

San Rafael

is one of the fastest growing yachting centers in northern California. San Rafael Creek is about 9 miles from Belvedere Cove, in the northern part of San Francisco Bay.

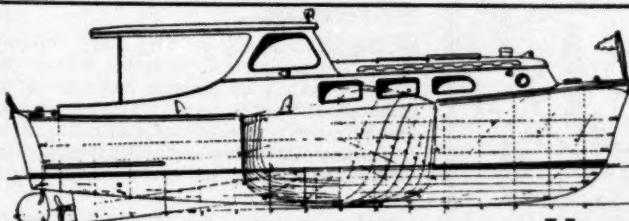
Entrance is via a government maintained canal—100 feet wide and eight feet deep, the entrance to which is marked by navigation aids. The canal is two miles long, along its banks are sev-

eral modern yacht harbors, marine repair facilities, and boat yards, as well as at least four marine service stations.

There are two yacht clubs in the area. The Marin Yacht Club near the entrance to the canal, and the San Rafael Yacht Club at the Municipal Yacht Harbor, near the head of the canal.

Visiting yachtsmen are welcome at the two yacht clubs, as well as at the municipal yacht harbor and the commercial yacht harbors.

Overland, the yachting and boating facilities of San Rafael are easily reached via Highway 101, the famous Redwood Highway, 16 miles from San Francisco over the Golden Gate Bridge.



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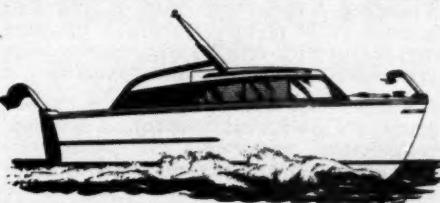
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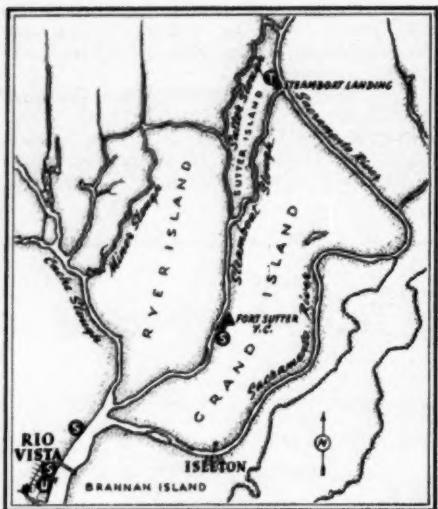
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is the location of a yacht and general boat repair harbor. There is a harbor consisting of approximately three square acres of harbor space dredged to a 21-foot depth. Ways are large enough to accommodate fishing boats and yachts. Adjoining the harbor is a 60 by 120-foot concrete machine shop complete with lathes, milling machines, shapers, pressure drills and many other small tools.

Rio Vista on Steamboat Slough

is one of the most important cruising areas on the lower Sacramento River Region. It is the mecca for most cruising yachts during the hot summer season.

Rio Vista, a small river town, is approximately 60 miles northwest of San Francisco. Here are both public and private yacht mooring facilities, gasoline and diesel fuel, fresh water, marine supplies and repairs, ice, and groceries.

Three miles above Rio Vista is the entrance to Steamboat Slough, a wooded, picturesque rendezvous for yachtsmen, the scene of an annual Pacific Inter-Club Yacht Association cruise. Three and seven tenths miles up the slough, and behind a sheltering island, are the private moorings of the Fort Sutter Yacht Club. Here are available Standard Oil marine fuels and lube oils. Draft of vessels is limited to four and a half feet

at mean low water entering the cut leading to the yacht club facilities. Here will be barbecue and other facilities for visiting yachtsmen.

Continuing seven miles from the Fort Sutter Yacht Club is Steamboat Landing, where yachtsmen leave their boats all summer and spend vacations and week ends aboard. Here are groceries, fresh water, and gas and oil.

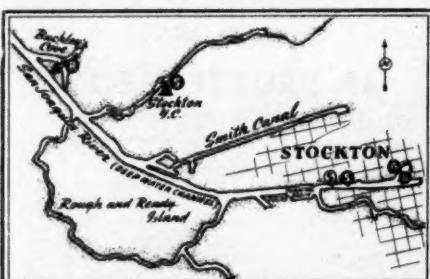
Stockton

is the metropolis of the San Joaquin River delta, located 40 miles above the river entrance to Suisun Bay. It is an important boating and yachting center and an up-river terminus and rendezvous for many San Francisco Bay boatmen. Calaveras River joins the channel to the north.

Entrance from the Pacific is made through the Golden Gate into San Francisco Bay, sailing north and eastward through San Pablo Bay into the Carquinez Strait, which connects San Pablo Bay with Suisun Bay, to the mouth of the San Joaquin River. The boatman proceeds up this river to the city of Stockton, a distance of forty miles.

An anchorage is provided by the Stockton Yacht Club. The Yacht Club harbor is located at Smith's Landing, one mile up the Calaveras River. The Club offers the hospitality of its moorings to all yachtsmen who visit the inland city from downriver points. Fuel stations and all regular city facilities are available to visiting boatmen. Fishing, hunting, boating and other information of any of the streams in the San Joaquin delta can be secured from the Stockton Chamber of Commerce.

The Ionic Sailing Club now possesses a floating clubhouse that is anchored in Buckley's Cove adjacent to the Stockton deep water channel and 5 miles west of Stockton. The club does not have any berthing facilities but has an excellent harbor for mooring. Also located here is



STOCKTON

a small boat yard, a city-owned boat launching ramp, and a boat mooring and berthing area.

Emergency supplies of gas and oil can be picked up at Venice Island on Little Connection Slough at Hesman & Helen's.

Sacramento

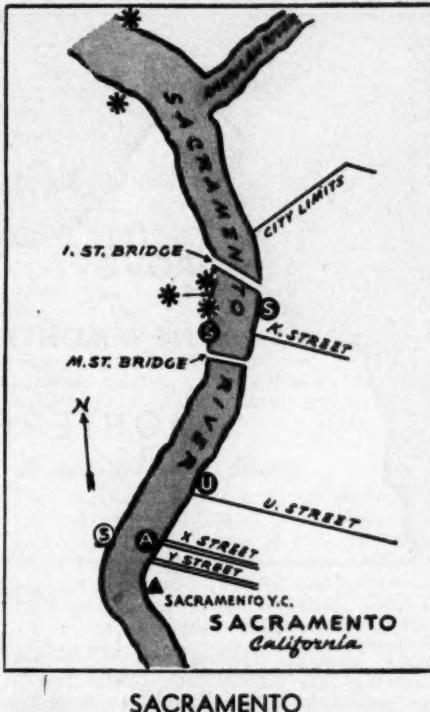
Capital city of California, Sacramento is rapidly coming into her own as a popular boating center. Many new facilities accommodate a growing local fleet and the many visiting craft.

Sacramento is located on the bank of the Sacramento River below the mouth of the American River and about forty miles from the river delta into Suisan Bay.

Morro Bay Harbor

is a landlocked bay which lies almost midway between San Francisco and Los Angeles Harbors. It affords excellent protection in any weather. The entrance channel is 16 feet deep and 350 feet wide, and it is advised to make a straight-in approach during heavy weather.

Limited supplies are available. Although there are no marine service sta-



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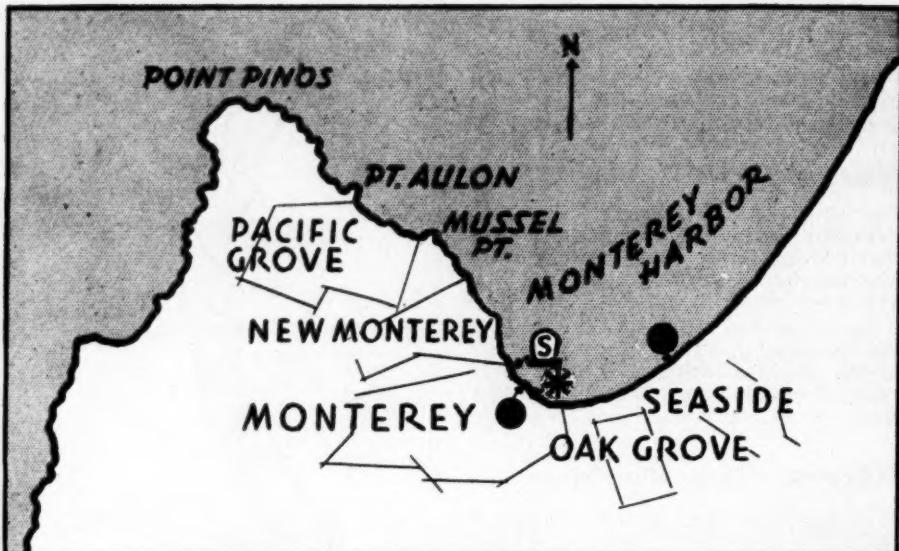
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tions, gasoline is available to vessels drawing less than 6 feet. Diesel fuel is not available locally. There is a ways for vessels up to 40 feet and facilities for making boat and engine repairs.

Monterey

is a broad open roadstead, 20 miles long and 9 miles wide, lying between Point Pinos and Point Santa Cruz—its southern and northern extremities. A prominent feature from seaward is the low sandy shore, backed by sand dunes or low sandy bluffs, and extending eastward from about the middle of the Bay, which forms a break between the Santa Lucia mountain range southward, and the high land of the San Francisco Peninsula northward.

The Bay is free from dangers, the ten-fathom curve lying at an average distance of three-fourths mile off-shore; the lead is a guide in thick weather.

A submarine valley heads near the middle of the bay with a depth of over fifty fathoms about three-eighths mile

from the beach, near Moss Landing, on the eastern shore.

Santa Cruz Harbor and Soquel Cove offer shelter from the northwesterly winds, and Monterey Harbor from southeasterly winds.

There are two commercial wharves; the municipal is built out in the southernmost part of the bight to a low water depth of 25 feet; the oil wharf, $\frac{1}{4}$ mile nearer Point Pinos, with 36 feet alongside, is used by large vessels loading fuel oil. In case of heavy westerly swells, vessels at the dock must be breasted off, mooring buoys being provided for this purpose. There are two wharves eastward of the steamboat wharf which are used by fishermen and bathers, and are available for motor boats.

Gasoline, diesel oil, lubrication and fuel oils are obtainable. There are gas stations on the wharf. Several marine supply stores and boat yards are also here. All kinds of provisions for boatmen are available. Fresh water is piped to all the wharves. Ice and bait

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in abundance is provided for fishing boats by plants along the waterfront.

Monterey has the nation's largest sardine fishery and is one of the most important fisheries locations on the Pacific coast. Monterey is an old Spanish town, rich in historical interest. The old Custom House, the Governor's home and the house occupied by Robert Louis Stevenson still stand. An old Spanish mission is in the town, and that of Carmel is a few miles to the southwest.

Visitors to "Old Monterey" should not miss the Del Monte Hotel with its beautiful grounds and shops. A polo field and fine golf course are its other attractions.

Santa Cruz

is located on the northern shore of Monterey Bay and has an open-ocean outlook, where the California coast curves to the eastward. The famous Sequoia forest of giant Redwoods is in this vicinity.

Entering the harbor in good weather is not difficult, but with northwesterly winds a heavy swell sometimes sweeps around Santa Cruz Point and into the bay. In southerly weather there is no protection, and vessels are obliged to leave port.

The municipal wharf extends 2,745 feet out to the depth of 31 feet at low water. The city maintains a public landing, free to all visiting and local guests, from March to October. In winter the float is hauled up on the wharf.

Oil, gasoline, water, ice and general supplies can be obtained at Santa Cruz.

Repair shops and shipyards are in the vicinity of the harbor.

Moss Landing Harbor

is located midway between Santa Cruz and Monterey on the shores of Monterey Bay. It is easily distinguished from seaward by the six smoke stacks of the P.G. & E. Steam Plant and the stack of the Permanente Metals Plant. These marks are visible 12 to 15 miles in good weather.

The entire Monterey Bay is free from danger and the entrance to Moss Landing lies at the head of the Monterey Submarine Canyon. The 50 fathom curve is at the entrance. The jetties are 600 feet apart and narrow in the channel to 400 feet. The channel itself is 200 feet wide on the bottom and the water is not less than 15 feet at mean lower low water. A lighted bell buoy marks the

entrance and both courses of the channel are marked with range lights as well as buoys.

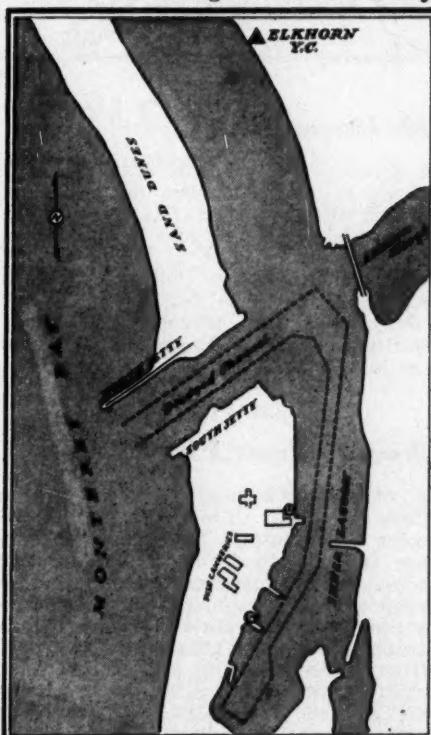
The harbor consists of two arms, one south and one north of the entrance. The harbor is land-locked and safe in all weather.

Dredging of the north arm, an area 1,500 feet long and 100 feet wide, was completed early this year. A mooring basin 450 feet long and 300 feet wide is now in front of the Elkhorn Yacht Club. Facilities include floating slips on each side, and floating and fixed landing float and pier.

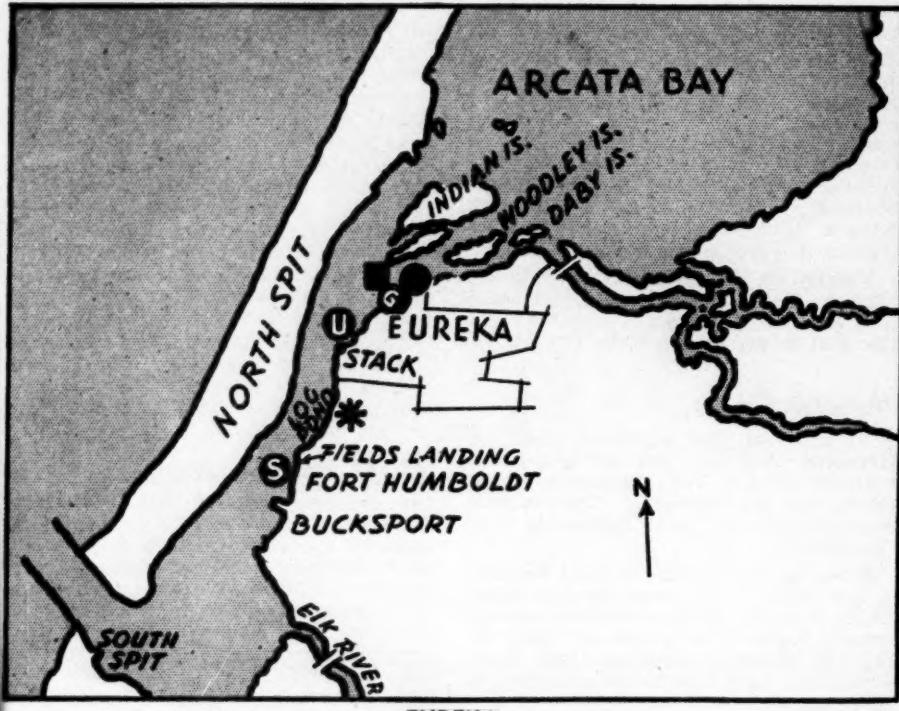
Standard Oil Company, Texaco and Union Oil Company provide fueling facilities. Light, power, water, ice, general provisions and stores are available.

Half Moon Bay

the northern arm of Half Moon Bay lies east of Pillar Point, 19 nautical miles south of the entrance to San Francisco Bay. Partial protection from northerly storms is afforded. Water and petroleum products are available for small craft at Princeton, a fishing village on the bay.



MOSS LANDING HARBOR



Bolinas Bay

a minor Coast Guard station, it is about 10 nautical miles north of the Golden Gate. Bolinas Bay is an open bight $3\frac{1}{2}$ miles long and $\frac{1}{2}$ mile wide, and affords shelter in northwesterly weather. The shallow Bolinas Lagoon is separated from the bay by a strip of sandy beach that is cut by a narrow shifting channel near the bluffs about the middle of the bight.

Noyo (Near Fort Bragg)

is 33 nautical miles north of Arena Cove and about 89 miles south of Humboldt Bay. Despite headlands the harbor is exposed to ocean swells. The occasional storms from the southeast to southwest are considered the most dangerous to small craft. Improvements authorized call for breakwater 1100 feet from south headland and an entrance channel into Noyo River 10 feet deep and 100 feet wide, extending to highway bridge. Another half-mile extension is recommended, and the state is relocating highway.

Eureka

is the principal shipping point on Humboldt Bay. The harbor is land locked on the coast of California, 206 nautical miles and 60 miles south of Crescent City. Eureka is reached through the bay from the main channel, through an almost straight natural channel which has been improved by dredging.

Visitors should contact the Coast Guard Base when attempting to cross the bar in heavy or rough weather. When entering in fair weather with a heavy craft, come in on the slack flood or low ebb, it is advised by local mariners.

The Humboldt Yacht Club has been forced to vacate its clubhouse and have not yet found a suitable site to rebuild. They have, however, installed a launching ramp at Eureka's proposed new waterfront recreational area, adjacent to the small boat basin. Gasoline, oil, fresh water and ice may be procured adjacent to the Yacht Club. Most of these facilities will be open seven days each week. Union, Standard, Mobiloil, Signal, Shell and Texaco stations serve visiting craft.

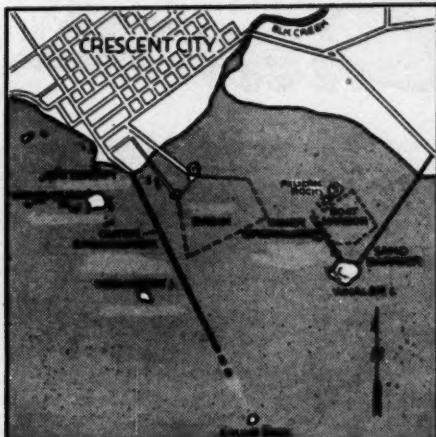
Crescent City

is the northernmost California port offering facilities for motor boats, is situated on the north side of a small rocky bay about three miles S. E. from Point St. George. The city is located on the Redwood and Oregon Coast Highways.

Crescent City harbor is a small crescent-shaped bay open to the south and is about 1 mile long and one-half mile wide.

The approaching mariner should carry charts to direct him over the many dangerous rocks above and under water.

A wharf is built out from the town and vessels moored off the wharf are loaded by means of cranes on the dock; the largest crane is capable of lifting 10-12 tons. Small craft not exceeding this weight are hauled out for repairs, etc. Repairs to machinery of small launches only can be made.



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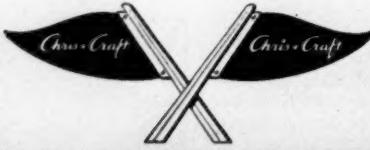
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Harbors

WHILE OREGON'S cruising waters are limited to the coastal area and the Columbia River system, the Oregon customs district boasts nearly 10,000 numbered craft and another 1,000 or so documented vessels, many of which are pleasure craft. Boating has increased rapidly in popularity in the state since the recent war and at present is enjoying its greatest patronage.

Most of the pleasure fleet is based in the Portland area, the greatest concentration of population, and here are located the leading yacht clubs and moorages. However, Astoria, Coos Bay, Depoe Bay, Newport, and Warrenton have moorages where many pleasure craft tie up either as home ports or during cruising and fishing seasons.

The Oregon coastline is nearly 300 miles long with comparatively few indentations and harbors of refuge. It is rather straight north and south, with broad sandy beaches at the bases of rugged mountain ridges running almost to the ocean. Going south from the Columbia river, the principal harbors available to small craft are Tillamook, 54 nautical miles from Astoria; Depoe Bay, 99 miles; Yaquina Bay (Newport), 110 miles; Umpqua river, 167 miles; Coos Bay entrance, 187 miles; Crescent City, Cal., 290 miles south. Other coastal river entrances are not recommended to pleasure craft because of dangerous bars although some of them can be entered at slack high water by persons having local knowledge.

The Columbia is noted as a broad, fast-

flowing stream, carrying the largest flow of water emptying into the Pacific ocean on the western coast of North America. It has a range of approximately 30 feet at Portland between low water and extreme flood stages and its velocity reaches as much as 5 or 6 knots above Portland during flood periods. During normal low water stages the current flows one to two knots. Tidal effects are felt beyond Portland during low water periods and operators of low-powered craft take advantage of the flood tides when running up the river from the Astoria vicinity to Longview, Portland and beyond.

During the summer months, the soft, sandy beaches of the bars and islands in the lower Columbia are favorite outing spots for pleasure craft. Fishing for chinook salmon is popular in the St. Helens, Portland and Oregon City area during March, April and May, and at Astoria, Longview, Kalama, St. Helens and Troutdale in August and September. Steelhead, harvest trout, smelt, and pan fish are sought during their seasons.

Charter boats are operated out of Depoe Bay, Newport, Astoria, Tillamook, and Coos Bay. Marine service stations, repair shops, and dealers are located in all of the more populous communities.

An information pamphlet on small boat harbors along the Oregon coast and inland waters is published by the Corps of Engineers, U. S. Army, Portland. Maps and detailed information make this a valuable guide to the small boat operator in Oregon.

Portland

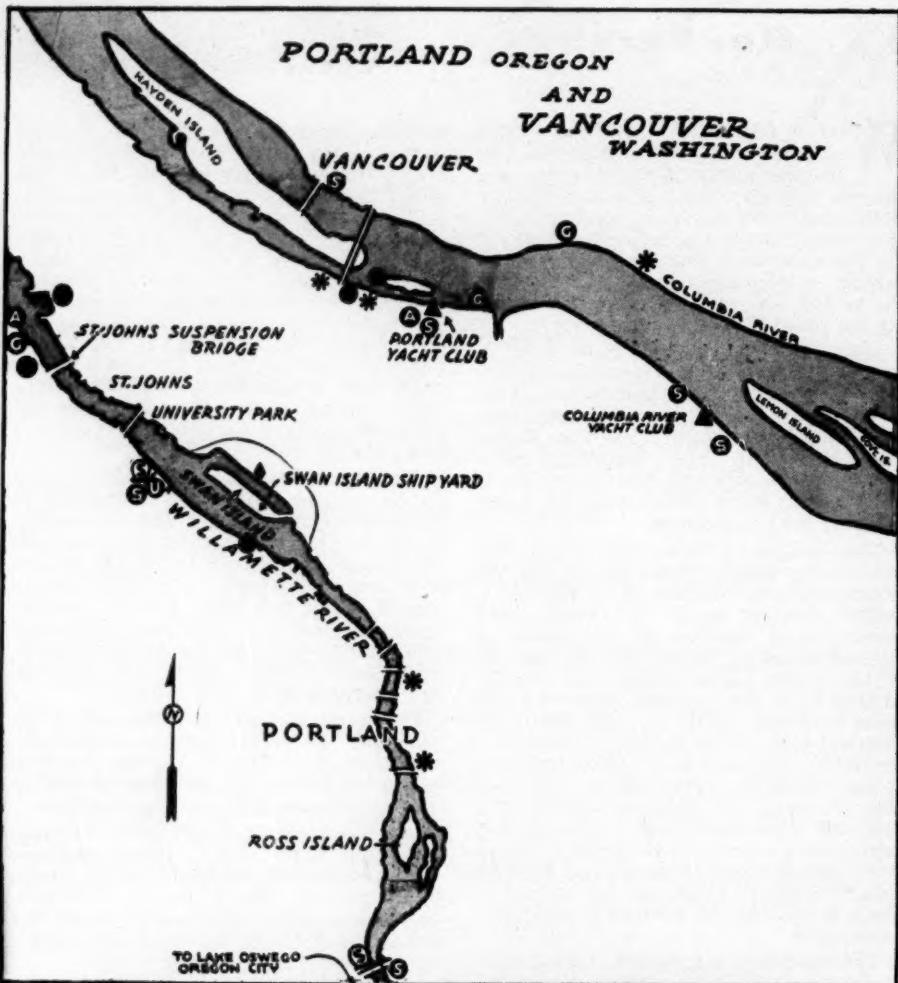
the metropolis of Oregon, with 500,000 persons residing in the area, is situated about 100 miles from the Ocean, on the banks of the Willamette River, a few miles above its confluence with the Columbia River. The center of organized yachting is in the Columbia River north of the city. Here are located four yacht clubs, the Portland Yacht Club, Columbia River Yacht Club, the Oregon Yacht Club, and Rose City Yacht Club.

The Columbia River and Willamette ship channel is at least 35 feet deep from Portland's central harbor area to the ocean, and ranges in width from 500 feet to several thousand feet. United

States Corps of Engineers dredges keep it dredged to project depths at all times, and the Coast Guard has it well marked with navigation aides and lights. Coast and Geodetic Survey charts clearly show the channels.

The channel east of Portland also is well lighted for night operations as far as Pasco, Washington, and has sufficient depth at all points for all types of river craft. Commercial towboats operate daily to The Dalles, Celilo, Umatilla and above.

Visiting yachts usually tie up as guests of the Portland Yacht Club or Columbia River Yacht Club, but visitors desiring to berth close to Portland's business district tie up at the public mooring at the



PORTLAND, OREGON - VANCOUVER, WASHINGTON

foot of S.W. Jefferson street, just above the Hawthorne bridge. Here they are within a few blocks of the business center.

Portland area is well supplied with marine service stations. The majority of these are located along the Willamette River, but some are on the Columbia River. The oil companies dispense gasoline and diesel oil at their ocean docks in the Linnton and Willbridge sections, but are not permitted by city ordinance to handle it elsewhere inside the city limits. Diesel oil and stove oil, as well as gasoline, also are available at Portland Yacht Club to visitors from out of the city. Numerous repair yards and shops are available on both rivers.

Bridges in order from St. Johns to Oregon City on the Willamette River with vertical clearance at low water:

St. Johns Bridge at St. Johns. Suspension bridge with 203 feet clearance at low water.

SP&S Bridge at St. Johns. Swing type. 55 feet clearance. Whistle: — —.

Broadway Bridge at Portland. Bascule type. 90 feet clearance. Whistle: — — —.

Steel Bridge at Portland. Vertical lift, 26 to 164 feet. Whistle: — —.

Burnside Bridge at Portland. Bascule, 64 feet clearance. Whistle — — —.

Morrison Bridge at Portland. Swing type, 33 feet clearance. Whistle: — — —.

Hawthorne Bridge at Portland. Vertical lift, 50 to 164 feet. Whistle: — — —

Ross Island Bridge at Portland. Fixed span, 120 feet clearance.

Sellwood Bridge at Portland. Fixed span, 74 feet clearance.

Oswego Railway Bridge at Oswego. Fixed span, 74 feet clearance.

Oregon City Bridge at Oregon City. Fixed span, 62 feet clearance.

Bridges over Columbia River at Vancouver:

Interstate Railway Bridge. Swing type. Vertical clearance 40 feet. Whistle: — — —

Interstate Highway Bridge. Vertical lift type. 39 to 175 feet. Whistle: — — —

Bridges on Oregon Slough at North Portland:

Railroad Bridge. Swing type. 40 feet vertical clearance. (Arrange for opening before arrival).

Highway Bridge. Fixed span. 39 feet vertical clearance.

Bridge over Columbia River at Longview is a fixed arch, 194 feet vertical clearance.

Inland Waterways

In addition to cruising down the Columbia to Astoria and the Pacific ocean, many of the pleasure boat owners of the Portland vicinity cruise up the river to Bonneville, pass through the great lock which has a vertical lift of 65 feet. Personnel are now not permitted to board or disembark from floating craft moored or passing through the Bonneville Dam reservation.

Boats may pass through the locks and continue up Lake Bonneville toward The Dalles, stopping over night in several protected anchorages, such as Eagle Creek, one mile from the dam; Wind River, nine miles; Drano lake, the mouth of the Little White Salmon river, 18 miles; Hood River, Ore., and Underwood, Wash., 24 miles; Klickitat river, 35 miles; Crate's Point, 39 miles.

Beyond The Dalles, the route lies through the Celilo locks and canal for a distance of nine miles, involving two or three lifts and some narrow passages between the banks and commercial barge tows. Miller Island, four miles east of Celilo, is visited annually by a few yachtsmen, but insurance coverage often stops at the upper end of the canal.

Indian relics may be found on Memaloose Island and Miller Island, both of which were camping and burial sites for Indians.

Construction of McNary Dam, near Umatilla, Ore., is expected to provide an excellent new boating area between the dam and Richland, Wash., nearly 50 miles upstream. One portion of the resulting pool will be three miles wide for a distance of 10 miles, with side channels extending up the Walla Walla river and Snake river. Walla Walla Boat Club plans a moorage on the Walla Walla river arm, while swimming beaches and other recreational facilities are planned by the Corps of Army Engineers.

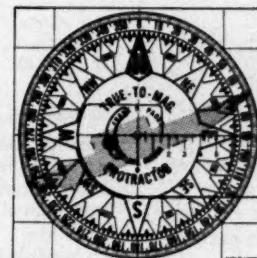
Small boats often cruise up the Willamette river above the dam at Oregon City, which is negotiated by a set of five locks. The Willamette river is more hazardous in this section because of the presence of rocks and shallow bars in places. Local knowledge or expert pilotage is recommended for these waters. Moorage of the Riverside Yacht Club is

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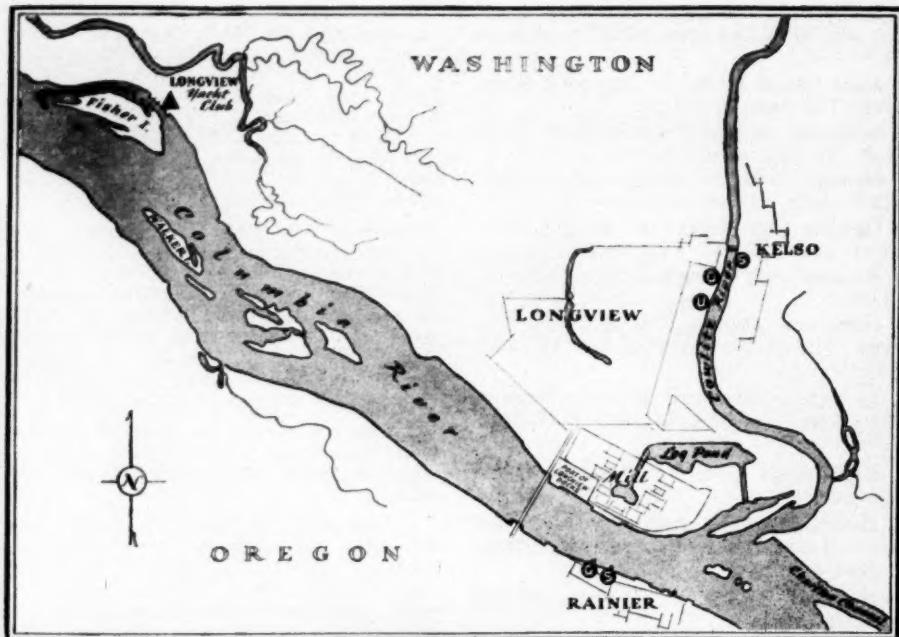
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LONGVIEW

about seven miles above Oregon City on the Willamette, near Walnut Eddy.

The Willamette is navigable for many miles inland for venturesome voyageurs. Flanked by high banks and tall trees it winds through the most fertile land in the state.

Champoeg state park, the birthplace of the Oregon territory, is located on the Willamette river 20 miles above Oregon City dam.

In addition to scattered natural lakes throughout Oregon, boaters are finding the man-made reservoirs being provided by the United States corps of engineers in the upper Willamette valley as boating paradises during the summer.

The Eugene Yacht Club of Eugene, Oregon, is completely land-locked as its moorings are located on Fern Ridge Lake, about 18 miles west of Eugene. This is a man-made lake. Visiting yachtsmen are welcome, and if they are trailing a boat, they are welcome to use the landing facilities at any time.

Longview, Washington:

Longview is the center of boating activity half-way between Portland-Vancouver and the mouth of the Columbia River.

The Longview Yacht Club club house and mooring is located five miles down river from Longview on Fisher Island channel, a part of the Columbia River. Gasoline, electricity, telephone and moorage is available to all visiting yachtsmen.

Longview is just westward of the mouth of the Cowlitz River. The Longview Bridge connects it with Rainier, Oregon. It is built around the activities of an extensive lumber development. Fresh water, fuel and diesel oil may be obtained in any quantity.

Longview and Kelso, divided by the Cowlitz River, have several fine marine stores and service facilities which serve the combined area. The Port of Longview has ample facilities for lifting pleasure craft of any size and type to and from the water.

Kelso, Washington:

Kelso, on the Cowlitz River, has boating facilities and is the annual host to many small outboard and inboard powered boats that are primarily used for fishing.

Cowlitz is a bee hive of activity each spring when the smelt run is on, commercial and pleasure fishermen using every means to scoop out the shiny horde.

Rainier

the home of an active tug fleet, has two boat yards which are adequate to take care of small craft. One has two marine railways for boats up to 125 feet, and the other has two marine railways for boats up to 175 feet. Diesel fuel is available at Smith Tug Company boat dock. Other services are located at Longview across the Columbia River.

St. Helens

is located on tidewater, 24 miles below Portland where the Lewis River, Lake River, Scappoose Bay, Multnomah Channel, and the Columbia River have a common junction. There are two small boat moorages with gasoline and diesel fuel available. They also have outboards for rent, marine supplies, fishing tackle, outboard and inboard engine repairs, fresh water, telephone, electricity and taxi service. The moorages are located within 3 blocks of the business district where there are restaurants, barber shops, beauty shop, stores, court house and liquor store.

Westport

Oregon, a mill-supported community on the Columbia River, has a lot of work boat and pleasure boat activity. Westport has its own boat club, has been active with a Sea Scout ship. Marine fuel service may be obtained here. The boat club has its moorage in Beaver Slough, near Clatskanie, 10 miles east of Westport.

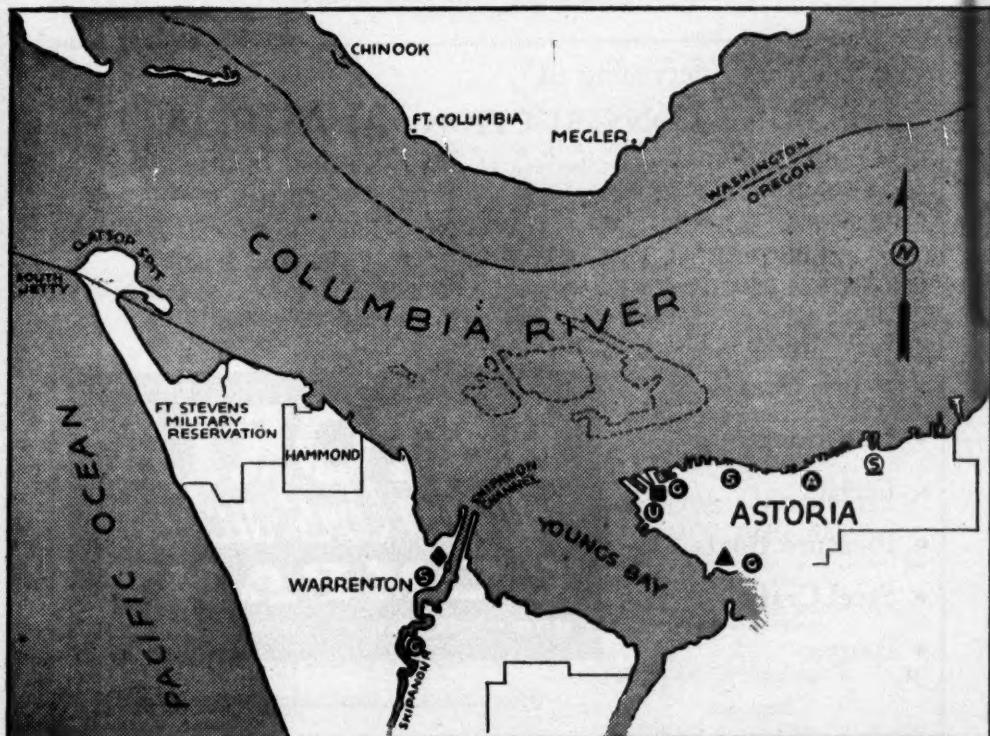
Astoria

the principal city on the lower Columbia, is located on the south bank of the river, about twelve miles from the Pacific Ocean, and extends from Youngs Bay to Tongue Point.

The Columbia River jetties extend into the ocean at the mouth of the Columbia. Clatsop spit lies to the south of the entrance and Peacock Spit and Cape Disappointment to the north.

A small boat mooring basin with moorages for 400 boats is operated by the Port of Astoria adjacent to its ocean terminal in the west end of Astoria. Construction of breakwater for a large

LOWER COLUMBIA RIVER



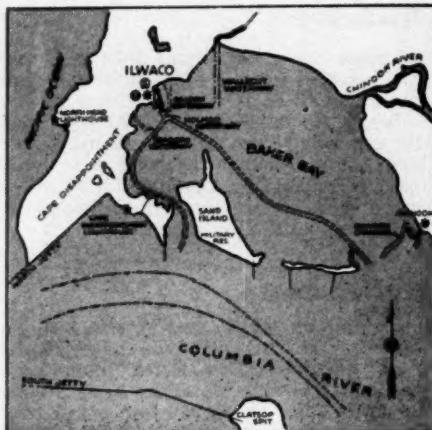
new basin in the east end of the city was completed in 1950. Moorage facilities inside the breakwaters are now being installed and when all are completed there will be accommodations for 1000 boats. Larger boats can usually secure temporary berthing space at the ocean terminal. Transient boats must register at mooring basin offices and arrange for berth.

In addition to these moorages, facilities for fishing boats are numerous adjacent to canneries located along Astoria's waterfront.

The Astoria Yacht Club located in Youngs Bay boasts one of the finest plants in the northwest and can handle 100 or more boats.

Fuel stations, provisions of all kinds, ice, oils, ship chandlery, and all other conveniences are in abundance at this port. Boat yards, engine repair establishments, marine sales centers and complete services are available.

A restricted area has been established in the vicinity of the U.S. Naval Station, Tongue Point, and the U.S. Maritime Commission Reserve Fleet moorage in Cathlamet Bay, Oregon. Passage of small boats into John Day River from the east by way of Cathlamet Bay is permitted.



ILWACO

Ilwaco, Washington:

Ilwaco is the closest city to the Columbia River bar and it is a great commercial fishing port.

Ilwaco is almost true north of Peacock Spit, is located near North Head and Cape Disappointment, at the south-

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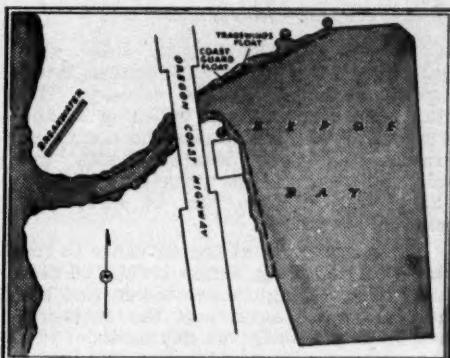
JOSEPH M. DYER, PRES. ASTORIA, OREGON

western tip of Washington. It is a most important port at the mouth of the Columbia River, the settlement lying on the north shore.

A new entrance to Ilwaco has been dredged between Peacock Spit and Sand Island.

There is a large basin for small boats and gridirons on which boats can be drydocked. Ice, stores, fishermen's supplies and provisions are available.

Small craft and storm warnings are flown one half mile S.W. of the post-office on the dock waterfront.



DEPOE RAY

Tillamook Bay

on the Oregon coast, is 45 miles south of the Columbia River entrance. The bay is 6 miles long, in a north and south direction, and has an average width of about $2\frac{1}{2}$ miles. A mooring basin for small boats is maintained at Garibaldi by the port of Bay City. The entrance and inner channels are well-marked, and there is a Coast Guard station at Garibaldi.

The mooring basin, about a quarter-mile from Garibaldi, has facilities for servicing commercial boats. Oil, gasoline and water are available.

average width of 375 feet. Here, as in the channel, the minimum depth is likewise eight feet at mean low water.

The basin is now protected by a sea wall on the east side 660 feet in length and by a further wing 90 feet in length on the north end, with an additional wing 50 feet long on the south end. All of the walls extend 13 feet above mean low water.

The northern end of the basin will be used primarily by the United States Coast Guard, the Tradewind Trollers, and the Pacific Trollers, who will maintain their own facilities. In the southern end of the basin and along the east side, several 120-foot finger piers or floats will be maintained for the convenience of the commercial fishermen and the owners of sport cruisers.

Port facilities will be maintained by the Columbia River Packers Association, the New England Fish Company of Oregon and the Yaquina Bay Fish Company. All types of fishery products, ice and fuel are available.

Depoe Bay

located on the Oregon coast in the northern portion of Lincoln County, has been improved in recent months.

The entrance channel now has a minimum width of thirty feet and a minimum depth of eight feet at mean low water. This entrance is now protected by a sea wall on the north side. Inside, the basin is now 750 feet long with an

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Yaquina Bay

is situated on the Oregon coast, $3\frac{1}{2}$ miles southwestward of Yaquina Head lighthouse and is a tidal estuary. The Bay proper is only the widening of the Yaquina River, just inside the north entrance. Newport, located inside the north entrance is the principal town on the river, and is a port of entry and summer resort.

The north point at the entrance to the Bay is a rounding, sandy bluff, 120 feet high. The old lighthouse tower, and the hotels and cottages near the entrance, are most prominent as daymarks.

The entrance has been improved by the government. Jetties have been built out from the north and south points, and several rocks in the channel crossing the bar have been removed. The bar is lumpy and uneven, with a hard bottom and depths subject to comparatively slight changes.

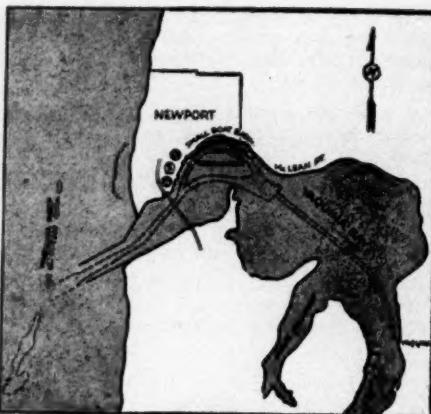
Vessels choose anchorage in the channel at points found suitable to their draft. Moorings are at the wharves at Newport, and at other wharves at Toledo, farther up the estuary.

Water and petroleum products are available at marine service stations. Provisions and ship chandlery are available.

Fuel, fresh water, ice and provisions can be obtained at Newport. New stores and moorages, and several civic recreational events will keep Newport in the boating swim.

Umpqua River

and Winchester Bay, 21 miles northward of Coos Bay, on the Oregon Coast, is navigable all year except when breaking seas at the entrance prevent entering



YAQUINA BAY

or leaving the river. The channel depth on the Umpqua bar is 22 feet.

The Winchester Bay Tidelands park and boat basin, dedicated last summer, has provided easy access to this harbor for sportsfishermen in quest of salmon and striped bass. The channel in the basin proper has been dredged to six feet at mean low water. A new concrete boat loading ramp has been built for trailer-transported boats, with adequate car parking space alongside.

In Winchester Bay there is a Union marine service, with oil, gasoline, and water, a boat charter service, grocery store, tackle shops, sea food stands, four cafes, and three good motor courts.

There is a boat repair yard in Reedsport, five miles up the river.

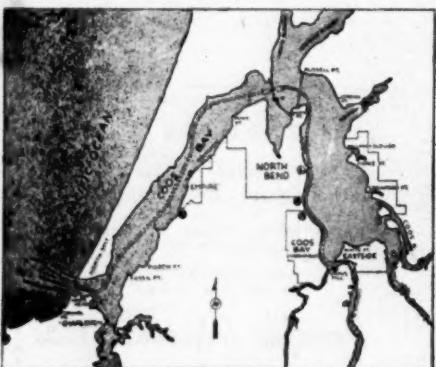
Coos Bay

on the Oregon Coast, lies 33 miles northward from Cape Blanco, and $1\frac{1}{2}$ miles north of Cape Arago lighthouse. It is thirteen miles long and one mile wide.

The bay entrance is near the southern part. A jetty, 9,520 feet long, extends westward from the end of the north spit. Another jetty extends to sea from Coos Head, south of entrance. The bar has been dredged, and by this means the channel, across the bar, has been deepened.

The bay, since its improvement, can be used as a harbor of refuge. Small boats can sail it safely except in unusually heavy weather. Ample wharfage can be found at the city of Coos Bay.

Bait can be procured in abundance. Fuel supplies, foods and repair facilities are obtainable along the waterfront.



COOS BAY

WASHINGTON

Harbors

DEEP inlets, protected harbors, rivers, and numerous lakes makes Washington the most marine-favored of western states.

The Columbia, the West's greatest river, forms the southern boundary of Washington and provides a navigable waterway for small craft to the eastern section of the state. The western shore of the state is deeply indented by two large harbors, Willapa Bay and Grays Harbor.

The Northwest boundary is formed by the Strait of Juan de Fuca from which numerous bays and inlets penetrate deep into the interior of Western Washington. These inland salt waterways, including Puget Sound and Hood Canal, offer extensive cruising grounds with thousands of miles of shoreline and some of the best sailing waters in the country. The climate is mild and comfortable in Western Washington and yacht clubs schedule events for every month in the year.

Located in the heart of Washington's scenic Puget Sound is the city of Seattle with its many miles of fresh and salt water front. In 1952 Seattle celebrates its Centennial. One hundred years ago the sailing schooner *Exact* landed the first settlers on the shores of Seattle's deep harbor, Elliott Bay.

This year boats are converging upon Seattle from all parts of the country to take part in the greatest number of outstanding boating events ever to be held in the West.

Boating knows no season in western

Washington. The season started early this year, with the Tacoma Yacht Club sponsoring its New Year regatta. On February 22 the Bremerton Yacht Club held its annual heavy weather cruise.

Bellingham took the center of the marine stage May 9 to 11 when national elimination trials were held for the Dragon class sloops. On May 24 the annual tow boat race on Elliott Bay was scheduled.

Then, in the first week of July the sailboats will dominate when the Pacific International Yachting Association and the Pacific Coast Yachting Association hold a joint regatta in Seattle.

Next, on the following weekend, July 11 and 12, the Rainier Yacht Club will sponsor the International Cruiser Race from Port Madison to Nanaimo. On August 3 the Flattie World Championships will be held on Lake Washington and Puget Sound, Seattle.

Following these events, the speed boats will take over. On August 9 Stanley S. Sayres, Seattle's international speed boat king, will defend the fabled Gold Cup against the fastest boats in the country. The course will be laid out on Lake Washington.

Also on Lake Washington this year a number of other speed boat races will be held. Races have been planned for all classes of smaller inboards. Entries are expected from all parts of the Pacific Coast.

The outboard classes, both racing and utility, will also have their turn in a series of races which also will be scheduled to be run on Seattle's lakes.

Seattle:

Within Seattle's city limits are 193 miles of shoreline. Salt water harbors include Elliott Bay, East and West Waterways, Smith Cove, and Shilshole Bay.

Most small boats enter the government locks at Ballard to fresh water, a series of canals and lakes which includes Salmon Bay, Lake Union, Portage Bay, and Lake Washington. Here are found small boat landings, covered moorings, well-equipped marine stores, boat and

engine distributors, yacht clubs, marine ways, boatbuilders.

Seattle is the center of the big Washington boat population. The Corinthian Yacht Club has moorings at the new sailboat center at the Leschi dock, Lake Washington. The Corinthian and Seattle Yacht Clubs are sponsoring an active sailing program here.

Queen City Yacht Club is located on the southwest shore of Portage Bay. Temporary moorage is available to boats

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of members of recognized yacht clubs with courtesy moorage for two weeks gratis. Water and lights at guest dock.

Seattle Yacht Club is located near the entrance to Montlake Canal on Portage Bay. All members of recognized yacht clubs are welcome to use their facilities. Visiting membership privileges are accorded all members of recognized clubs for three months, during which time moorage is obtainable at customary rates.

Other yacht clubs in the Seattle area include the Tyee Yacht Club, the Rainier Yacht Club, and, on the eastern shore of Lake Washington, the Meydenbauer Bay Yacht Club.

Small craft and storm warnings are flown from the top of the Exchange building, First and Marion Streets in downtown Seattle; at the Seattle Yacht Club; and at the east end of the center guide pier of the government locks at Ballard.

Government Locks

The Government locks at Ballard, gateway to Seattle's fresh waterways, are entered from Puget Sound through Shilshole Bay.

Red and green signal lights are established on the guide pier below the Great Northern Railway bridge below the locks. Green indicates that waiting vessels must proceed immediately into the large lock, and that the lock is empty of all traffic, and vessels leaving the lock have either passed through the Great Northern Railway bridge below the lock or have entirely cleared the lock at the upper end. If the red light is burning, vessels for the large lock must moor at the pier.

Vessels bound for the small lock shall obtain instructions from the pierman on the end of the pier as to which lock to use and shall be guided into the small lock by traffic signals thereon.

Vessels bound for the large lock, going east, and vessels leaving the small lock, going west, when meeting in the vicinity of the Great Northern Railway bridge must pass to the left. If in doubt sound the whistle or horn to avoid accidents.

To avoid damage to other vessels and to property along the shores, all vessels are asked to proceed at reduced speed in the canal. Speed limits are posted.

Bridges and locks from Shilshole Bay into Lake Washington are:

Great Northern Railroad Bridge at West entrance to the locks: Clearance is 43 feet at ordinary high water. Whistle signal to open is one long blast and one short blast (— —).

Ballard Locks: Approaching the locks from either direction prepare bow and stern lines at least 50 feet long, and have bumpers ready for use on both sides. A lock slip, obtainable from the lockmen, should be filled out and ready before entering the locks. Prepare to lay alongside where the sign says "STOP HERE" until given instructions to proceed either to the large or small lock. A boat entering the locks should proceed with caution at a reduced speed so that it can be stopped by snubbing its mooring lines. On entering the locks from Shilshole Bay, the salt water side, the attendant will lower a light line so you may attach your line and he can haul it up. The attendant will make your lines fast on shore, leaving you the responsibility of preventing damage to your boat or others in the locks as the water swirls while rising or falling. Be sure to take up slack on your lines, or pay out gradually, to prevent your boat from lurching out of control. Two floating mooring bitts have been installed on the south side of the small locks for emergency use. Whistle signals are two long, two short (— — — —). If with tow, two long and three short (— — — — —).

Extreme caution should be taken to avoid the spillway area at the south of the small locks because of dangerous currents and whirlpools.

Ballard Bridge: Between Salmon Bay, to the West, and a canal to the East. Clearance is 29 feet; 43 feet midchannel. Whistle: — —.

Northern Pacific Railroad Bridge: Crosses the canal. Clearance is 15 feet. Whistle: — — —.

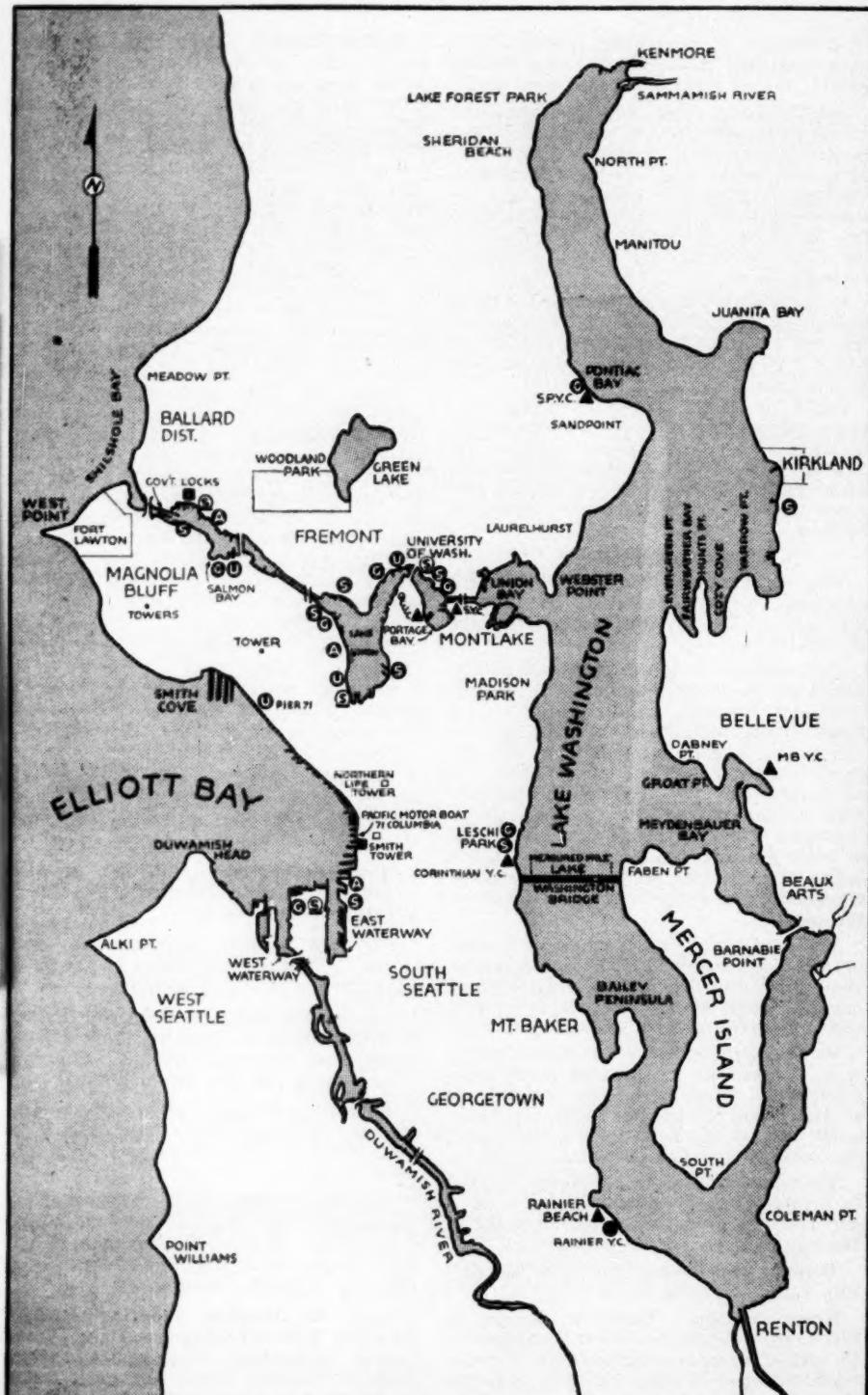
Fremont Bridge: Between the canal to the West and Lake Union on the East. Clearance is 30 feet. Whistle: — —.

George Washington Memorial Bridge (Aurora Bridge): A fixed bridge almost above the Fremont Bridge. Minimum clearance is 135 feet over channel.

University Bridge: Between Lake Union and Portage Bay. Clearance is 29 feet; 43 feet in mid-channel. Whistle: — — —.

Montlake Bridge: Spans the canal between Portage Bay to the west and Union Bay of Lake Washington to the east. Clearance is 30 feet; 44 feet in mid-channel. Whistle: — —.

Lake Washington Floating Bridge: Floating pontoon bridge on Lake Washington connecting Mercer Island with Seattle. Smaller craft can pass under approach spans at each end of floating



SEATTLE

sections, which have a minimum clearance of 30 feet under the east span and 35 feet under the west span. Large vessels gain access to the south end of lake through the draw span of the floating bridge. Closed periods are 7 a.m. to 9 a.m. and 4:45 p.m. to 6:30 p.m. Phone ADams 0702. Whistle: — — — .

East Channel Bridge: A fixed span, connecting Mercer Island with east mainland. Clearance is 38 feet.

Bridges in order from Elliott Bay up to Duwamish Waterway:

West Spokane St. Bridge: Clearance is 40 feet at mean higher high water. Whistle, for both city and railway bridges, — — — .

Northern Pacific Railroad Bridge: Clearance is 4.6 feet at mean higher high water. Whistle: — — .

First Avenue South Bridge: Clearance is 20 feet at mean higher high water. Whistle: — — .

Fourteenth Avenue South Bridge: Clearance is 32 feet at mean higher high water Whistle: — — .

Moorings and floats: Commercial moorings for medium and small boats



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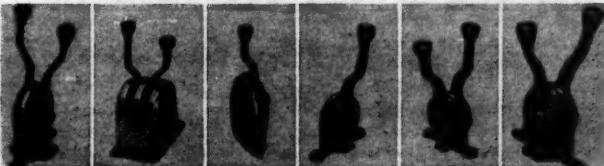
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will be found just southeast of Duwamish Head on Elliott Bay and up the Duwamish Waterway. East of the government locks at Ballard, in fresh water, the Salmon Bay Terminal, operated by the Port of Seattle, has many berths available, especially during the summer months, which are rented by the day week, or month. Yacht clubs have berths available for associate club members.

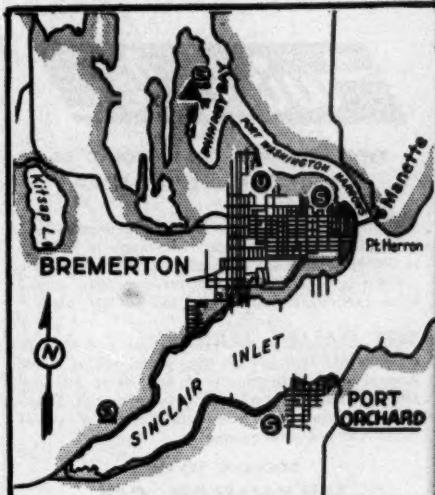
A public float at the foot of Washington St. in Elliott Bay on the south side of pier 50 is maintained by the city of Seattle. It can be utilized to load and discharge passengers, and one person must remain aboard the boat at all times while it is tied up. Permits for official parties should be obtained in advance from the chief of the Seattle Fire Department.

A public small-boat mooring basin is being built by the Seattle Port Commission and is expected to be open for use by July, 1952. It will replace Pier 58 at the foot of Union street on Elliott Bay. The basin is designed primarily to permit yachts to land or to take on passengers on the downtown waterfront. Some space will also be available for storing small boats.

A public float at the foot of 24th Ave. N. W., east of the government locks at Ballard and on the north end of the canal, is available for shopping stops in the Ballard district. There is a lay over time limit of approximately two hours.

Bremerton:

At Phinney Bay, Bremerton Yacht Club members now operate a marine railway at nominal rates for the benefit of all skippers of recognized clubs as well as for themselves. Berthing facilities are available for visiting boats. Gas, water, and electricity are available at



BREMERTON

the club floats, and the clubhouse has a small store.

There also are marine railways at Manette (East Bremerton), Port Or-



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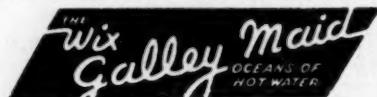
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chard (two), and Poulsbo. Small boat moorages also are available at those points, and pleasure and commercial boat-building firms are newly active—notably at Winslow, Poulsbo, Waterman, Southworth, Shelton, Purdy, Gorst, Tracyton and Manette.

Two large Bremerton firms carry extensive lines of marine supplies and gear.

Tacoma:

is a maritime city whose main waterfront establishments are located within Commencement Bay on Puget Sound, 25 nautical miles south of Seattle. It is a busy boatbuilding center and famous for the work of its skilled boatbuilders, who build tuna clippers and other fishing vessels and sleek pleasure craft. Full facilities for serving visiting craft exist at this busy port.

The Tacoma Yacht Club is one of the most active in the West, where boating is enjoyed on a year-around basis, with sailing races scheduled for all months of the year. The New Year's regatta for both power and sail is the only Northwest event of this type.

The Tacoma Yacht Club is located on the northeastern shore of Commence-

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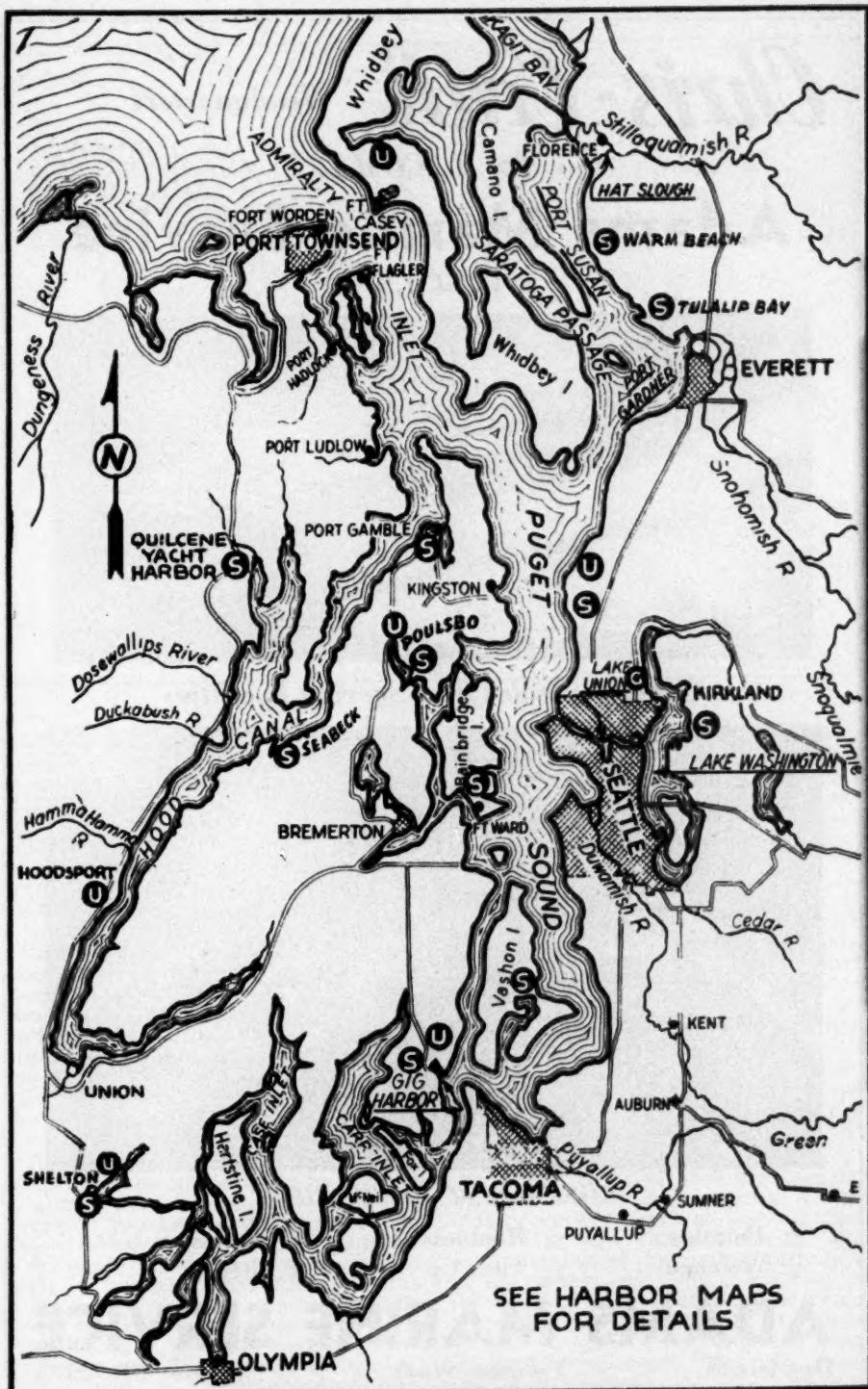
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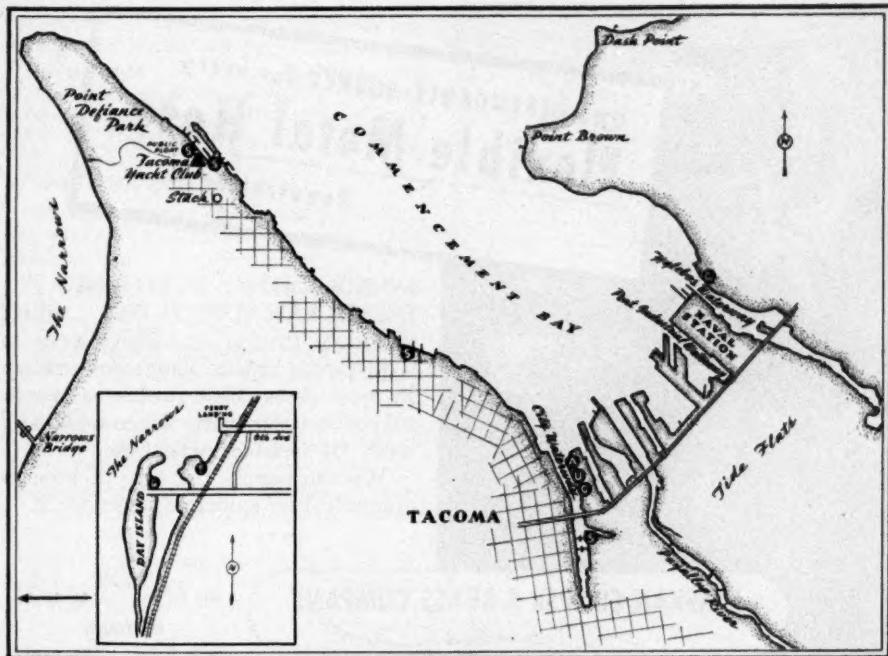
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TACOMA

ment Bay, and can be easily found as it is just N.E. of the towering smelter stack that can be seen for many miles. The approach to the sheltered small boat harbor behind the breakwater should be made with care as the narrow entrance is near the Tacoma-Vashon Island ferry dock.

Within the small boat harbor is a public boat landing, while the landing of the Tacoma Yacht Club and clubhouse are located at the far end of the harbor. Gas and oil are available at both landings. Facilities, including guest moorings, are available for visiting yacht club members for a period not to exceed 10 days. A dining room and snack bar at the clubhouse is open from 9 a.m. to 9 p.m. every day.

During the summer months cruising is the main boating activity as Tacoma is strategically located in the midst of some of the best cruising waters in Puget Sound proper. To the south lie a myriad of islands and deep inlets that make up southern Puget Sound. To the north are the broad reaches of the Sound which includes Vashon and Bainbridge Islands and the main passages to the sea and British Columbia waters.

Day Island is a small harbor located on the south end of the entrance to the

Narrows, on the West Shore of Tacoma, east of Fox Island. Approach the harbor at Day Island from the north end of the island, with the breakwater to the port as the Day Island waterway is entered. It is advised that strangers should not attempt to navigate this waterway except at four feet or more of tide. A moorage basin is located at the north end of the island, at the east side, dredged to minus 5 feet. Gasoline, stove oil, bottled gas, ice and supplies are available, and boats up to 20 tons can be hauled out for repairs. Another small boat landing is directly opposite.

Day Island Yacht Club has an anchorage at the south end of the Day Island Waterway and should be approached with caution as a fixed bridge spans the waterway.

A naval restricted area has been established in the main harbor in the vicinity of the naval station in Commencement Bay. This includes an area within 100 feet of the northwesterly face of the station, and within 200 feet of the shore or shore structures or within 100 feet of the outboard face of vessels moored alongside in Hylebos and Port Industrial waterways. The two small boat landings on the east side of Hylebos Waterway lie outside the restricted area.

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and may be approached from the bay. Here fuel and supplies for outboards and other small craft may be obtained.

Small craft and storm warnings are flown from atop the Fidelity building in the central part of the city, $\frac{1}{4}$ mile from the City Waterway.

Tacoma bridges:

City Waterway: South 11th St. Bridge. Clearance 60 feet at ordinary high tide. Whistle: _____

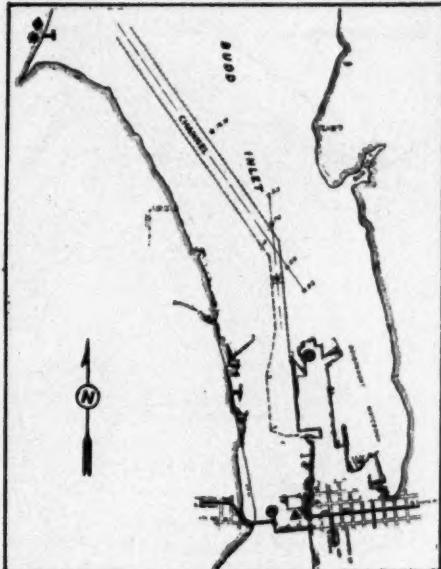
Northern Pacific Railway Bridge: South 14th St. Clearance 12 feet at ordinary high tide. Whistle: _____

Union Pacific Railway Bridge: South 15th St. Clearance 3 feet at ordinary high tide. Whistle: _____

Puyallup Waterway: East 11th St. Clearance 22 feet at ordinary high water. Whistle: _____

Milwaukee Railroad Bridge: Clearance 4.5 feet at ordinary high water. Whistle: _____

Hylebos Waterway: South 11th St. Bridge. Clearance 17 feet at ordinary high tide. Whistle: _____



OLYMPIA

Small craft and storm warnings are flown from the main dock of the port of Olympia, one-half mile from the city center.

Everett:

Everett is located on the eastern shore of Possession Sound (in Puget Sound) with Gedney Island lying west in the channel. It is in Snohomish County, 28 miles north of Seattle.

Everett is near good fishing waters.

Landings for visiting yachtsmen are maintained by the Everett Yacht Club at Tract M and by the Port Commission at 14th St. offering hospitality to visiting boats up to 65 feet in length and 12 feet draft.

Recent additions to Everett facilities are the new small boat moorings of the Port Commission located at 14th Street. The river channel has been dredged to 8 feet at mean lower low water, with 14 feet at extreme low in the moorage basin. The channel to 14th Street lies immediately west of the Everett Pacific Shipbuilding plant, and is inside the jetty running north. Two dolphins with signs indicate the entrance to the mooring area.

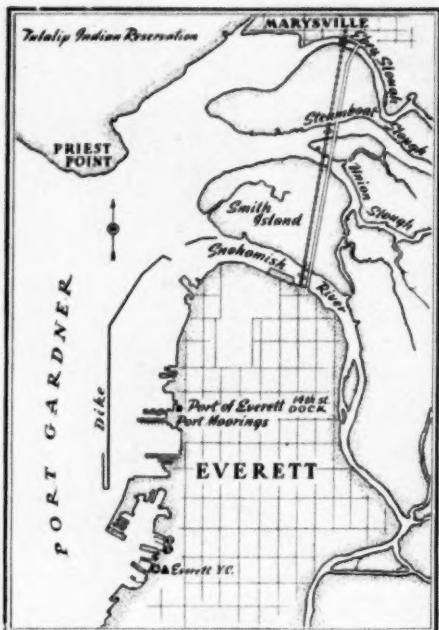
Small craft and storm warnings are flown on the city dock, west of the city center, at the Yacht Club.

Olympia:

Olympia is situated at the head of Budd Inlet, the southernmost harbor of Puget Sound. Budd Inlet is six miles long, with an average width of one mile, extending southward to the west Fourth street highway bridge. The Des Chutes Basin has been converted into a fresh water lake. Boulevard and other improvements will make the area a recreational part of the state capitol grounds. Depths in the harbor range from $4\frac{1}{2}$ to 6 fathoms, and good anchorage may be had anywhere inside the entrance in muddy bottom. The shores are low and wooded, and the depths shoal less abruptly on the eastern side of the Inlet, north of Priest Point. South of Priest Point on the east shore is a mud flat which bares at low tide.

The Olympia Yacht Club's moorings are found by following the regular steamship channel and may be reached at any stage of tide. Two large visitor floats for members of recognized yacht clubs are maintained at the Olympia Yacht Club. The City of Olympia maintains a float for transient commercial moorage with a 24-hour mooring limit.

Boats may not cruise nor anchor within 500 feet of the Reserve Fleet anchored in Budd Inlet, as a restricted area has been established here.



EVERETT

Several local stores specialize in ship chandlery and all regular city entertainment and shopping accommodations are available.

Boat repairs for any size boat or ship are within easy reach of the public moorages.

Cornet Bay

is the site of the first marine park established in the state. It is located on the southeast shore of Cornet Bay on the north shore of Whidbey Island, just east of Deception Pass bridge. A mooring area has been established, a pier has been built, and shower rooms and picnic grounds are available. This park, established specifically for boat owners, is an ideal place to wait for a change of current before making a westerly passage through the pass. The currents in the narrows of the pass attain velocities of 5 to 8 knots, with strong eddies forming along the shore.

Swinomish Slough:

Swinomish Slough is a dredged channel connecting the waters of Skagit Bay with those of Padilla Bay, 5 miles north-

ward. The southern and northern approaches are well marked and the channel has a project depth of 12 feet from Skagit Bay to deep water in Padilla Bay.

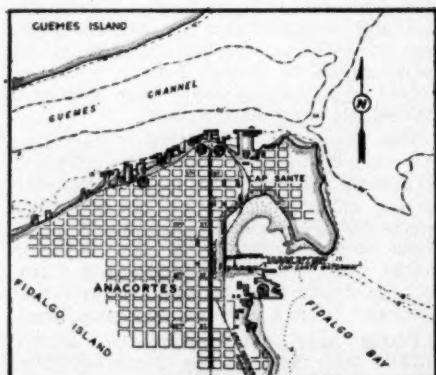
At the northerly entrance there are railroad and highway bridges with horizontal openings of 94 and 100 feet, and vertical clearances of 4 feet and 12 feet, respectively at ordinary high water. At La Conner there is a bridge with a horizontal clearance of 100 feet and a vertical clearance of 6.7 feet at ordinary high water. The signal for opening these bridges is four long blasts.

Small boats and yachts en route between Seattle and the San Juan Islands often use Swinomish Slough in preference to Deception Pass because of the weaker current and more protected channel.

To approach Swinomish Yacht Club at La Conner from the south, enter well-marked channel approximately one-half mile to the west of Goat Island, keeping sharp lookout for rock jetty (under water at high tide) paralleling this channel on the south side. Pass close to north side of Goat Island and proceed through Hole-in-the-Wall and north one mile to La Conner. Club moorings are at floats north of Whiz Fish Company. Guest moorings are available at gas dock at center of mooring floats. Yachtsmen may also tie up at city dock just south of bridge while purchasing supplies.

Anacortes:

Anacortes is considered by many an ideal place to moor a pleasure boat during summer months so that within a very short running period yachtsmen



ANACORTES

can be in the heart of the San Juans for weekend cruising.

It is the geographical center of the Puget Sound fishing industry, as it is at the northern end of Fidalgo Island, on Guemes Channel in Puget Sound, 43 miles south of Bellingham, with the San Juan Islands to the westward. Boat moorings, fresh water, ice, gasoline, fuel and lubricating oils, ship chandlery and provisions are available here.

The inner harbor provides the best moorings for small craft.

Bellingham:

Small boat moorings are provided by the Port of Bellingham, one near the center of the city and two on the north side, each accommodating from one to two hundred boats. In addition to these, the Bellingham Yacht Club has constructed a small basin adjacent to its clubhouse at the foot of Cornwall Avenue. Moorings are available here to all visiting yachtsmen, as well as all facilities and services required. Fishermen's Cove at Gooseberry Point, offers private moorage along its 120-foot dock.

Located at the head of Bellingham Bay, Bellingham is the northernmost port of importance in the state of Washington, and is a port of entry for vessels traveling between the United States and British Columbia. It is on the east shore of the bay, and across Rosario Strait from the San Juan Islands to the west.

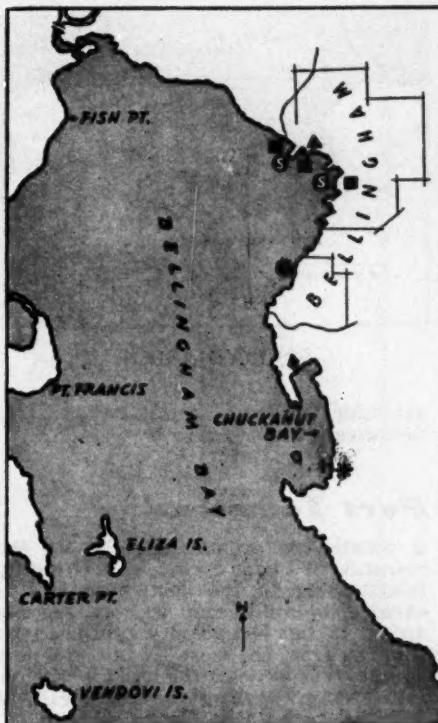
Principal entrance to the bay, which is 12 miles long and three miles wide, is through Bellingham Channel, which extends northward from Anacortes almost to its southern extremity.

Work is continuing on the Port of Bellingham's small boat harbor development. Ultimate capacity of the basin will be 1,000 boats. Now it harbors approximately 300 vessels, both commercial and pleasure craft.

The Bellingham Boat Owners' Association now has its club moorage and clubhouse at the new port commission boat haven on Squalicum Hill.

Small craft and storm warnings are flown on a hillside near the city dock, west of the city center.

The Bellingham Yacht Club has its clubhouse and mooring at the foot of Cornwall Avenue. There are two visitor's floats available but space is limited and visitors at present are asked to limit their stay to three or four days.



BELLINGHAM

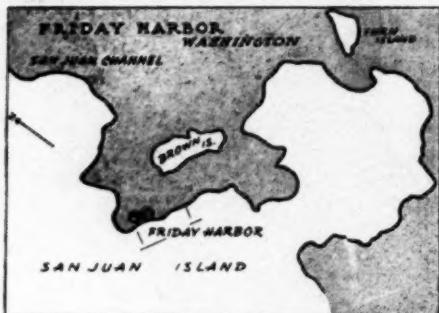
Upon completion of the port's boat haven the yacht mooring facilities in Bellingham are expected to be vastly improved. The yacht club serves lunches and dinners week days, dinners on Saturday and Sunday.

Friday Harbor:

The largest town in the San Juan Islands, its only freight connection with the mainland by water, Friday Harbor sees most of pleasure boating through visiting craft.

These picturesque islands draw hundreds of visiting boats all year long. It is an American custom port for boats crossing into Canadian waters. It is now served by airways from Seattle, which affords persons the opportunity of "catching-up" with a cruise that is already under way.

Friday Harbor is located on the eastern shore of San Juan in Puget Sound, lying north of Port Townsend and north-easterly of Victoria, B. C. Complete facilities for moorage of all types and sizes of fishing and pleasure craft are



FRIDAY HARBOR

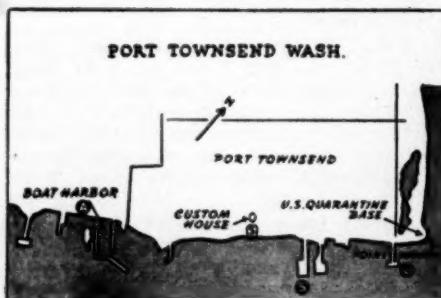
available for visitors. All regular city facilities are found here.

Port Townsend

is located on Admiralty Inlet at the entrance to Puget Sound, with Whidbey Island lying to the east. The city is about fifty miles east of Port Angeles and it is the second city contacted by shipping from the west. It is also a port of entry or of clearing, and a shelter from rough weather on the Strait of Juan de Fuca.

A boat harbor, mainly for fishing craft but used by pleasure boats, is complete with floats. The boat harbor is well lighted and equipped and is considered to be one of the few enclosed harbors of this type in the Northwest. Members of the Port Townsend Yacht Club keep their boats here. A guest float is maintained for the convenience of all visiting yacht club members. Regular provision and ship supplies are carried by the local stores.

A modern Coast Guard craft moors at the harbor and stands ready for call in



PORT TOWNSEND

any case of emergency. Small craft and storm warnings are flown on a high bluff one half mile N.W. of the city center.

Port Townsend Canal:

Oak Bay is connected with the head of Port Townsend (bay) by the Port Townsend Canal, which is maintained 75 feet wide and 15 feet deep, and is marked with aids to navigation. The current is strong at times. There are two overhead wire crossings here with minimum clearance of 131 feet at ordinary high water. Speed limit is 5 miles per hour.

Quilcene

has the only improved harbor on Hood Canal. A new yacht harbor has been constructed on the west shore of Quilcene Bay near the town of Quilcene by the Jefferson County Port Commission. There are permanent stalls for 24 cruisers as well as ample space for visitors and over-night cruise parties. Electricity and marine facilities for gas, oil, water and ice are available. Fresh meat, groceries and ice cream can be obtained. Washing machines and public showers are available. Inside the harbor is a minimum depth of 10 feet of water at extreme minus tide, although at a 1 foot minus tide there is only 3 feet of water at the harbor entrance.

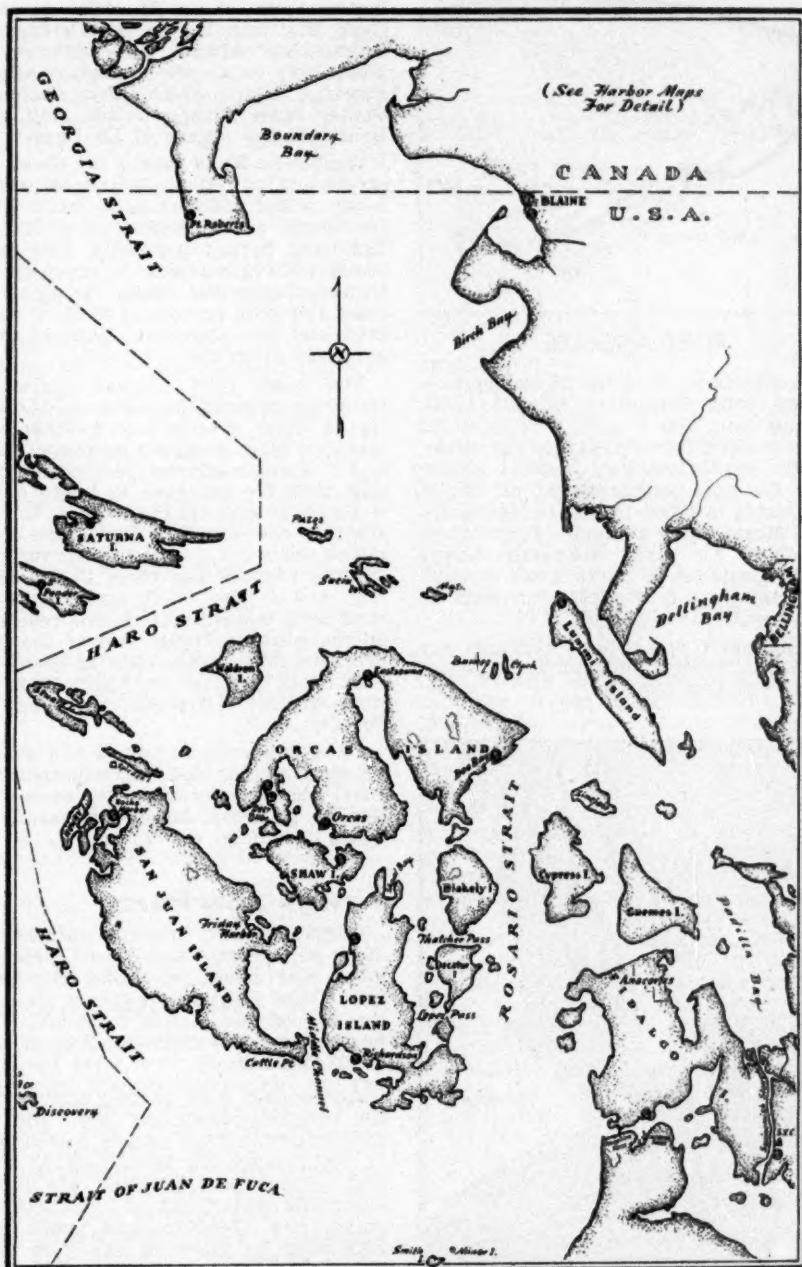
Nearby is Linger Longer Lodge, which nestles at the base of 3,000 foot Mt. Walker.

Port Angeles:

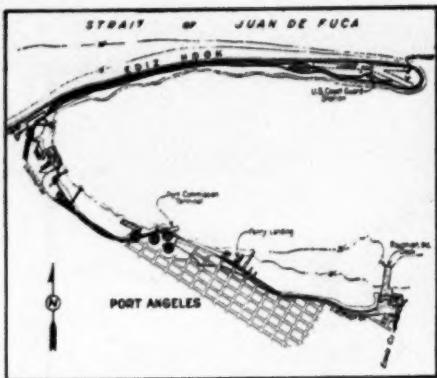
Port Angeles is important to the fishing fleets and to the boats of all types that go outside from Puget Sound.

A large, new boat basin has been recently completed, to offer the finest protection to boats. There are 4,000 lineal feet of floats available with light, power connections and marine fueling stations. The boat haven and Port Angeles Yacht Club landing is just N.W. of the Port Commission terminal shown on the accompanying map. A ship chandlery and coffee shop is located at the boat haven. Complete information on the use of these can be obtained from the Port of Port Angeles.

The City of Port Angeles is located on the southern side of the Strait of Juan de Fuca, 17 miles directly across the Strait from Victoria, B. C. The harbor is made extremely safe by



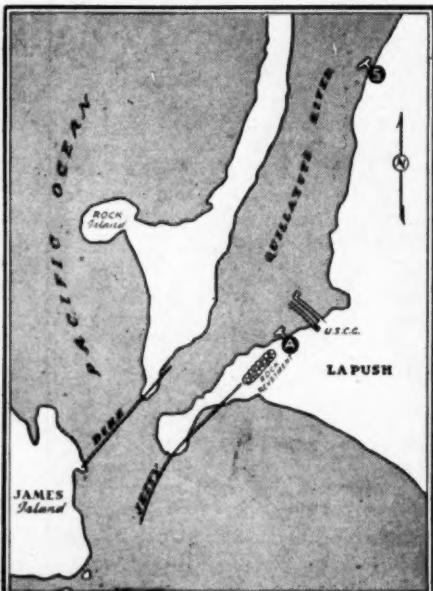
SAN JUAN ISLANDS



PORT ANGELES

the protection of Ediz Hook Spit, a natural land formation to the west, varying from 100 to 1000 feet in width and extending three miles into the water, giving approximately twelve square miles for safe anchorage at all times. City water is piped free onto the docks. Local stores carry a supply of provisions and there are many machine shops which specialize in motor craft repairs. A marine ways is available for boats up to 90 feet.

Small craft and storm warnings are flown from the 65-foot bluff in the center of the business district.



QUILLAYUTE RIVER

La Push:

Quillayute River, located on the Washington coast about 31 miles south of Cape Flattery, is the only refuge for small boats between Grays Harbor and Neah Bay, with the exception of Destruction Island which offers anchorage shelter from offshore winds only. Here is located the village of La Push.

Quillayute River enters the ocean just shoreward of James Island, a wooded rocky island 183 feet high, upon which the coast guard maintains a flashing light and horn fog signals. Two buoys assist visiting mariners to reach the entrance. Dangerous rocks lie along the coast line both north and south of the island and the approach must be made generally from the southwest.

The coast pilot advises against attempting to enter the mouth of the Quillayute River in southerly weather when breakers often form across the entrance, and it further advises persons not familiar with the entrance to lay-to near a red buoy located off the jetty on the east side of the entrance until the coast guard sends out a boat to pilot the craft in. The channel lies close to James Island and a dike which connects the island with a sand spit on the mainland, on the west, or ocean, side of the channel. The controlling depth at low water was about six feet in April, 1948. The river channel is reported to change frequently.

General supplies, gasoline and oil, may be purchased at the La Push dock. The coast guard maintains a life saving station at La Push. Here small craft and storm warnings are flown.

Grays Harbor:

Grays Harbor has its entrance 40 miles northward from Cape Disappointment and about 93 miles southward from Cape Flattery. It forms an outlet for one of the state's most important lumber and pulp districts. Port of entry is at Aberdeen.

Anchorage may be had anywhere in the channels inside the bay. The best anchorage for large vessels is southward of Sand Island in depths of 35 to 40 feet. Small boat landings are located along the waterfront of Westport, Hoquiam and Aberdeen, and public landings may be made at the port docks which are abreast of the east end of Rennie Island. Dockage may also be obtained farther up the river at South Aberdeen. Public fish boat moorings and a public dock for use of the trolling boat

fleet are provided by the two cities and by the Port of Grays Harbor at Westport.

Ice, provisions and general ship supplies are available. Repairs and marine supplies also draw boats to this port.

Small craft and storm warnings are flown at Westport, adjacent to the fog signal building on Point Chehalis, $\frac{1}{2}$ mile from the ocean on the south side of the Grays Harbor entrance; and at the Port of Grays Harbor dock, half way between Aberdeen and Hoquiam.

Bridges: (Showing vertical clearance at ordinary high water and the necessary whistle signals required to open them.)

Chehalis River:

Union Pacific Ry. 8 feet. Whistle: _____

West Highway. 8.5 feet. Whistle: — —

Northern Pacific Ry. 9 feet Whistle: _____

Hoquiam River:

Northern Pacific Ry. 8 feet. Whistle: _____

Simpson St. 36 feet. Whistle: — —

Eighth St. 8. 8 feet. Whistle: — —

Northern Pacific Ry. 3 feet Whistle: _____

East Fork. 3.5 feet. Whistle — —

Wishkah River:

Northern Pacific Ry. 8 feet. Whistle: _____

Wishkah St. 4.6 feet. Whistle: — —

Young St. 6 feet. Whistle: — —

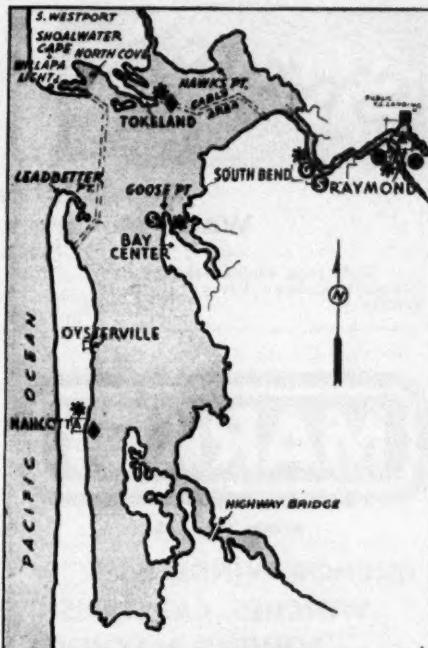
South Bay:

Bay City highway bridge. 5.7 feet
Whistle: — — —

Willapa Harbor:

is 25 miles long and 11 miles wide at the widest point, with the Willapa River entering at the northerly end. Willapa River is navigable from the Bay to Willapa City, three miles above Raymond, some 20 miles from the bar. Principal cities on Willapa Harbor are Raymond, South Bend, Bay Center, an oyster and crab fishermen's headquarters, Tokeland, a bay beach resort and fishermen's haven, and Nahcotta, gateway to North Beach summer and winter resorts with an unbroken wide hard sand beach 26 miles long.

The entrance is in the northern part of the bay, which consists of two arms;



the southern, 16 miles, and the eastern, 10 miles long. Both arms are filled with extensive shoals, large areas of which bare at low water.

Willapa Harbor offers excellent facilities for yachtsmen, the only requirement being the possession of a chart to avoid the shoals. All channels are buoyed. At high water, small craft can travel any place in Willapa harbor. Tide tables are available at any store. Fresh water is obtainable at Tokeland Port Dock, City Dock, South Bend; Port Dock, Raymond City Dock and Public Dock at Nahcotta. General repair shops, long distance telephone stations, fishermen's supply stores and many other traveling conveniences await visitors to the Harbor.

A 450-foot float is available for small craft at the city dock at Raymond.

Small craft and storm warnings are flown two miles from South Bend, toward Raymond; and at the north shore of the Willapa Harbor entrance, on Cape Shoalwater, adjacent to the lookout tower.

Columbia River Ports

All Washington ports on the Columbia River, Ilwaco, Longview, and Kelso, are shown in the Oregon harbors section this year.



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Harbors

CANADA'S west coast offers some of the most scenic and enjoyable cruising areas to be found anywhere in the world, and each successive season finds the region growing in popularity.

Sheltered waters, safe anchorages, comfortable and well-equipped shore accommodation, first-rate fishing opportunities, added to surroundings of unsurpassed beauty, combine to make the British Columbia coast an inviting place for power boat sailors and yachtsmen.

Cruising parties from the United States invariably receive a friendly welcome in British Columbia rendezvous, and this year they will find the shore facilities at the more remote points considerably improved.

The province's dependence on such industries as logging, fishing, pulp and paper and mining, many of whose operations are located along the coast, from the international border near the mouth of the Fraser north to the Alaska line, has resulted in the development of services at comparatively out-of-the-way places that are 'ready-made' for pleasure boating. Towboats and fishing craft, barge services and other coastwise transportation activities are main-

tained the year round and many of the facilities established for their use may be taken advantage of by the holiday cruiser.

To cross the border into Canada from the United States at any British Columbia point has never involved many complications, but most of the mild restrictions that did exist have now been removed. Customs and immigration procedure is now little more than a formality.

During the 1952 season there will be the usual number of international yachting and power boat events that will attract craft of many types during the summer months. Small boat activity is a year-round affair in British Columbia waters, and the yacht clubs staged various competitions even during the winter months. The first predicted log race of the year staged by Royal Vancouver Yacht Club was late in April. Among the outstanding events are the International Cruiser Race from Seattle to Nanaimo July 12-13. The season's program usually ends in October with a powerboat cruise for the Thanksgiving weekend and the Cowichan Bay salmon derby.

Vancouver, B. C.

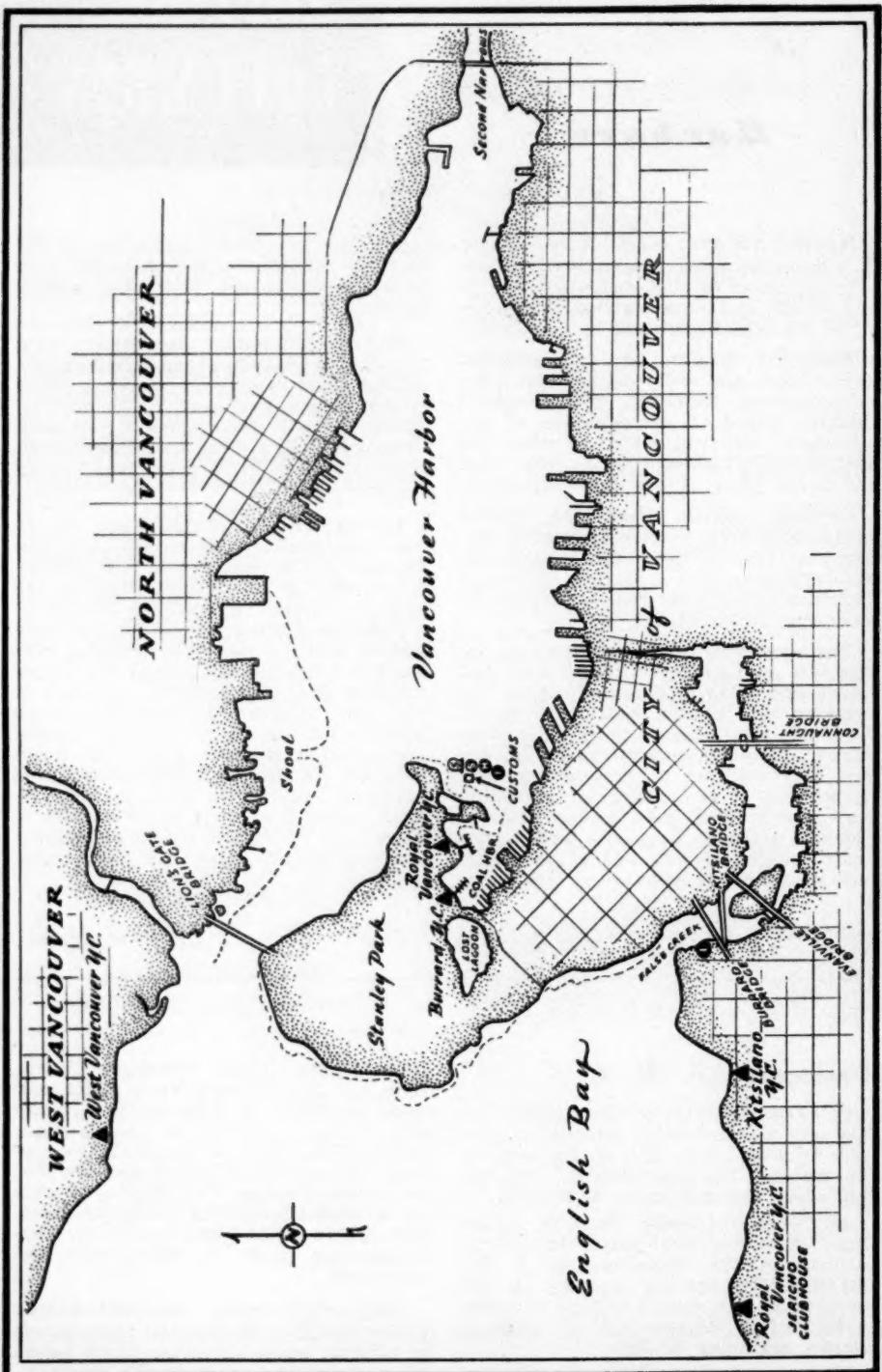
is situated on the south shore of English Bay and Burrard Inlet, bounded on the west by Point Grey and on the east by the Second Narrows Bridge. English Bay opens into the Strait of Georgia.

All vessels passing through Lions' Gate (First Narrows) should be well informed on the requirements of the Canadian Customs for entering. A new marine customs station will be anchored in Vancouver Harbor near the gasoline barges, beginning in June.

Moorages are available for all size

yachts. The Royal Vancouver Yacht Club and The Burrard Yacht Club welcome members of other clubs to make use of their facilities—so far as space permits. The Burrard Yacht Club moorings and clubhouse are at the entrance to Stanley Park in Coal Harbor. Floats are available to visiting yacht club members and if further stay is requested arrangements must be made with the caretaker.

Vancouver's many beautiful hotels, parks, shopping district and other points of interest make it a year-round haven for visitors from all over the world.



VANCOUVER, B. C. AND HARBOR AREAS

Vancouver has been the heart of the boat building industry in Canada, and its progressive yards are offering top facilities for the building and repairing of commercial and pleasure craft.

The clubhouse and moorings of the Kitsilano Yacht Club are located at Kitsilano Beach, in the southeast section of English Bay, Vancouver, B. C. There are no guest moorings but there is a good bottom for anchoring. For small open boats there is a hoist capable of two tons and ample storage facilities on the club dock.

New Westminister. B. C.

has excellent facilities for wharfage and anchorage. It is situated on the north or right bank of the Fraser River, in a general easterly direction—seventeen miles from the entrance. For easy entry boats sail up the mouth of the Fraser River to the south of Lulu Island, lying to the east of the Strait of Georgia.

Supplies of all descriptions are easily obtained. Oil, gas, ice and fresh water, provisions and small boat repairs can be effected. New Westminster is the most important town on the Fraser River and it is the center of southern British Columbia gillnetting, hence it is of particular importance to commercial fishermen. Canneries and public cold storages are located along the waterfront.

Victoria, B. C.

is the provincial capital of British Columbia. It is surrounded by the waters of the Strait of Juan de Fuca and the Strait of Georgia, with the San Juan Islands lying to the east.

The harbor, lying two miles east-southeastward of Esquimalt, has its entrance between Macaulay Point and the breakwater extending from Ogden Point.

Special attention should be paid to tides, currents and winds in approaching Victoria Harbor as they are variable.

Pleasure boats visiting Victoria have three main anchorages, the Royal Victoria Yacht Club at Cadboro Bay, the yacht basin in front of the Empress Hotel and Constance Cove, Esquimalt Harbor. There are many commercial wharves in the outer, inner and upper harbors of the city. The fishermen's wharf provides two-thirds of a mile of berthing space and will accommodate an estimated 100 vessels.

Supplies of all kinds including ship chandlery and engineering needs are obtainable. Fresh water is piped to all the wharves in the city. Ship's refuse is collected free by the city and taken away in ash scows. Gasoline, oil, provisions and ship stores are available in abundance. A public cold storage plant supplies ice and fishermen's bait.

Victoria has been greatly developed in the last several years as a commercial



VICTORIA



VANCOUVER ISLAND (Victoria to Ladysmith)

boating center. Several boat yards are located here.

Cadboro Bay is a pleasant harbor on the northeastern outskirts of the city. Here is located the clubhouse of the Royal Victoria Yacht Club, good mooring facilities, and some wharfage for visiting boats. Through arrangements with the club steward, provisions, laundry and dry cleaning service can be obtained.

Sidney. B. C.

located at the north end of the Saanich Peninsula is perhaps the most used of all ports of entry by United States yachtsmen. Wharf and floats are all at the foot of Beacon Ave., and floats are behind sheet piling on the north side of the small boat wharf. Customs House, government liquor store, and general supplies may be obtained in this town. Large scale charts of this locality may be obtained there by courtesy of the Canadian Customs Officers. Yachts are warned that it is not safe to lie at Sidney Wharf in bad S.E. or N.E. winds.

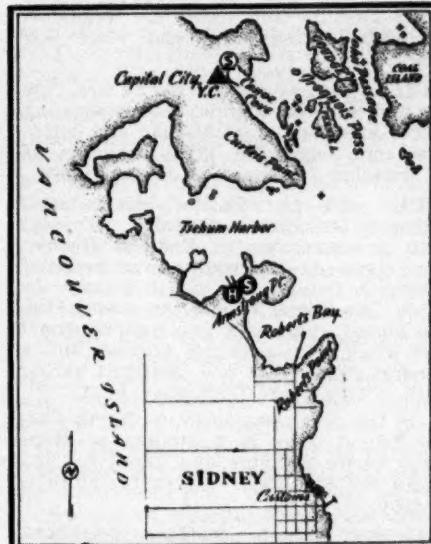
North of Sidney, about one mile, is Shoal Harbor, with oil, gas, water and general store and general repairs. Radio, phone and depth-sounding services available at two well-equipped marinas.

About half a mile north of Shoal Harbor is Canoe Cove where the Capital City Yacht Club have their headquarters. The Canoe Cove Shipyards Ltd., is one of the oldest yards in this district where gas, oil, water, ice and general and frozen stores may be obtained, also complete repair facilities with three slips to handle yachts up to 60 feet. A large number of boats of the Capital City Yacht Club are moored at Canoe Cove where a visitors wharf is available to visiting yachtsmen, and showers, with hot water, are supplied at the club house.

The Gulf Islands:

Before the yachtsman, cruising north from Victoria or Puget Sound, approaches Sidney he will have encountered the first of the myriad islands of the **Georgian Archipelago** lying between Vancouver Island and the British Columbia mainland. Actually, these islands are an extension of the chain whose first links in the south are in U. S. territory—San Juan, Lopez, Orcas, Shaw, and the string of smaller islets surrounding them—and which continues northward to Discovery Passage and Seymour Narrows where the Straits of Georgia are pinched off to a narrow channel leading northward into Johnstone Strait.

The San Juan group is separated from



SIDNEY

its Canadian neighbors by Haro Strait through which the imaginary line establishing the boundaries of Canada and the United States passes. Along the strait's westward flank, at the approach to Sidney, lie the Canadian islands—**Sidney**, famous for its Sidney Spit, home of the elusive goeyduck, and **James**, which for many years has been the site of one of Western Canada's biggest explosive plants. A few miles to the north of Sidney, just across a narrow channel from the tip of the Saanich peninsula on Vancouver Island lies one of the largest members of the Georgian group—**Saltspring Island**, which guards the approach to Saanich Inlet and Brentwood Bay, celebrated for their many resorts and their Spring and Coho salmon.

The stretch of water separating the Saanich peninsula and Saltspring is Satellite Channel, and a ferry service is maintained for those desiring public conveyance as their means of contact between the two land areas from Swartz Bay on Vancouver Island to Fulford Harbor on Saltspring I. Saltspring is hilly and wooded, but it has been settled since the early days of British Columbia, many farm families having been located there for generations. The result is that the island is well served by roads and facilities convenient to travelers.

Vesuvius Bay, on the northeastern shore of Saltspring Island, has the only boat landing in this area. Beside the government wharf is a private wharf,

where gasoline and water are available. A lodge, coffee shop and store are nearby.

Off to the east of Saltspring are Pender and Saturna islands, both possessing attractions for the yachtsman and power boat man eager for idyllic comfort as he wanders through the sheltered sea.

This year the Pacific International Yachting Association Regatta will start with a rendezvous at **Bedwell Harbor**, lying between the southern extremities of South Pender and North Pender Islands. At **South Pender**, on South Pender Island, there is a government wharf and float, a marine gas station, and a general store. This is a sheltered harbor with a large safe anchorage area.

On the northeast shore of North Pender Island there is a landing at **Hope Bay**, where gasoline and diesel oil products are available. A general store is nearby.

Pender and its northern neighbors, Mayne and Galiano, are close to the main deepsea shipping routes between Victoria and Vancouver, and nearly all coastwise vessels pass through the curving Active Pass separating Galiano from Mayne.

The northwest shore of Saturna Island is deeply indented by **Lyall harbor**, where a wharf, gas pump and general store is available to serve boats.

Galiano is a long, narrow island trending northwesterly. Trincomali Channel separates this island from Saltspring. As on scores of other islands in the archipelago, Galiano offers countless opportunities for sea sport and interesting forays from beach to timbered hills and friendly fields, ideal for picnicking, or impromptu overnight visits.

In **Sturdies Bay**, Galiano Island, located in the vicinity of Active Pass, is a government pier and a private dock which has long been a favorite stopping place for cruising yachtsmen. Owners of Galiano Lodge maintain complete services for boats, including water and a full line of petroleum products. Meals can be obtained nearby. Tours of the island and transportation to a golf course are still available.

Many of the islands visited in the Georgian Archipelago have been only lightly touched since their first glimpse by the white men—by the Spanish explorers who gave their names to them—Galiano, Valdez, Gabriola and so on. Their outward appearance is the same as it was over a century ago when the Haida Indians in their huge war canoes sailed and paddled all the way from the

Queen Charlottes to battle with the Cowichan and other tribes. Chief outpost of Indians in this area now is **Kuper Island**, lying to the west of Galiano, but there are numerous Indian reservations along the coast.

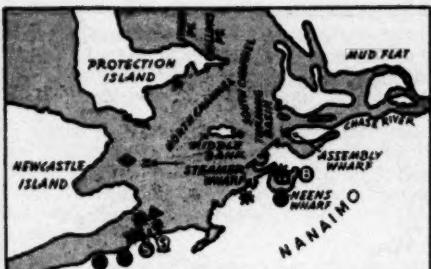
A dredged channel, crossed by a fixed bridge, separates Kuper and Thetis Islands. In **Telegraph Harbor** is a wharf and a store where petroleum products and all provisions except fresh meat are available. The wharf is located on the southeast shore of Thetis Island, north of Foster Point.

Wallace Island is located in the Trincomali Channel between Saltspring and Galiano islands. At a harbor, locally known as **Conover Cove**, on the southwest shore, is a boat landing, a general store where gas, oil, and water can be obtained in an emergency.

Northward from Galiano is Valdez Island, separated by Porlier Pass, and then Gabriola Island. Although Silva Bay on Gabriola Island is considered a difficult entrance to make for the first time, it is a popular stopping place for yachtsmen and complete facilities have been installed to serve visiting boats. A detailed Canadian chart shows the bay, which is surrounded by the Flat Top Islands on the Gulf side of Gabriola Pass. Facilities include two marine service stations, wharfs, floats, adequate store facilities for groceries, hardware, fishing supplies, a cafe, and a shipyard and machine shop.

North of Gabriola there is a break in the island chain and a stretch of open water until **Lasqueti** and **Texada** islands are encountered, these two units being separated by Sabine Channel. Texada geologically and economically is one of the most important of the Georgian Islands because it has extensive copper, iron and limestone deposits. **Gillies Bay**, on the western shore of Texada, and **Blubber Bay**, at the north, just across from the prosperous newsprint community of Powell River, are the largest settlements on the island.

Cruising westward again, the sailor reaches **Hornby** and **Denman** Islands, across Stevens Pass and hugging the shore line of Vancouver Island, just a few minutes' cruising from the Island Highway where it passes **Bowser**, **Fanny Bay** and **Buckley Bay** on the way to **Cumberland** and **Courtenay**. Hornby Island has several small resorts and passenger ferry service to Buckley Bay. Denman also has much to offer the camper who delights in rustic surroundings.



NANAIMO

Maple Bay, B. C.

on Vancouver Island is a bay and a village on Sansum Narrows, between Sidney and Nanaimo. The Maple Bay Yacht Club maintains floats and other facilities which are available to visiting yachtsmen. Water, gas and oil are available, as well as boat repairs near the town of Duncan by highway.

Birds Eye Cove is a sheltered inlet off Maple Bay, six miles north of Cowichan Bay on Vancouver Island, where a full line of petroleum products are available. Facilities include a wharf, 900 feet of floats for which a small charge is made for mooring, marine ways up to 45 feet, a fully-equipped repair shop, store, ship chandlery, good spring water, shower baths, and a small self-service laundry.

Cowichan Bay, B. C.

is a deep indentation on the eastern shore of Vancouver Island a few miles north of Sidney. At the village is a government wharf with gasoline and diesel oil pumps. Marine repairs, services, boat building and repairing are available. Genoa Bay is located within Cowichan Bay, approximately one mile northwest of Separation Point which is at the southern end of Sansum Narrows or approximately three miles northwest of Cape Kepple at the southern end of Satellite Channel. Services here include gas, oil, water, wharfage, store, meals, etc., and a lodge is nearby.

Ladysmith, B. C..

in Ladysmith Harbor on Vancouver Island offers a protected anchorage, delightful water for swimming. Groceries and supplies can be obtained. On the opposite shore from the town is a float and boat landing where gasoline, fresh water, ice, and provisions are obtainable.

Nanaimo, B. C.

is situated on Vancouver Island, 73 miles N. E. of Victoria with Vancouver almost opposite across the Georgian Straits—a distance of 33 miles. The harbor is approached from the north and east between the western end of Gabriola Island, and Vancouver Island west of it, a distance of 3 miles. There are three channels between the dangers in the approach. The approach from the southward is through Dodd Narrows and Northumberland Channel, the latter being free from all dangers. No breakwaters or bridges are in this area.

Public moorings can be found at the yacht club premises and Farmer's Landing, between the Canadian Pacific R.R. and Hearst Wharves. Pleasure yachts are not liable to harbor dues.

The Nanaimo Yacht Club is at Exit Passage—between Newcastle Island and the mainshore. The clubhouse is at the street end of Rosehill Street connected with the moorings by a ramp. Full facilities are available for visiting yacht club members. The Government float is used as a public landing.

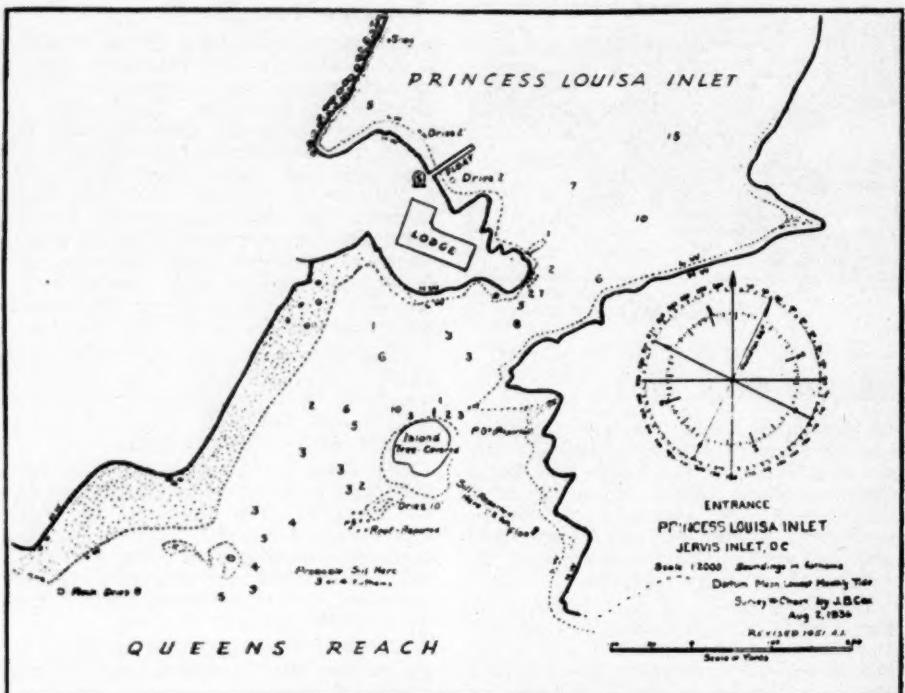
Nanaimo has long been a mecca for yachtsmen and a convenient stopping point for extensive cruising northward.

Georgia Strait:**Vancouver to Johnstone Strait**

Secret Cove is a popular yachting center and because it is only 45 miles from Vancouver offers special attractions to people from that city on a week end cruise. It offers a wide range of supplies, including gasoline and fresh water.

Pender Harbor, B. C.

10 miles north of Thormanby Island, is on the mainland 48 miles north of Vancouver, and shown on the maps as Irving's Landing. It is just inside the harbor entrance. The safest entrance is the northernmost channel, keeping the light beacon to starboard. There are numerous anchorages in the many bays and channels of the Harbor. Dance's Landing, inside the entrance to Pender Harbor on the south side, has mooring facilities. Large yachts often anchor off the western point of Garden Bay Peninsula, which is a favorite rendezvous for yachtsmen.



PRINCESS LOUISA INLET

Egmont, located at the entrance to Jervis Inlet, is near the Skookumchuck Narrows, famous for salmon fishing as well as for its scenic grandeur. There is a small community here with a store operated by the Egmont consumers' co-operative and facilities for water, gas, diesel fuel and storage supplies. As it is a long run to the head of Jervis Inlet at Princess Louisa Inlet and the Malibu resort, most people cruising to that area make sure they are adequately supplied at Egmont.

Princess Louisa Inlet

Princess Louisa Inlet is a short offshoot of Jervis Inlet, approximately 100 miles north of Vancouver, B. C. The inlet is near the head of Jervis Inlet and has an entrance with peculiar conditions to reckon with. The inlet's entrance is so inconspicuous that it can easily be passed by unnoticed. The shore to the east of the entrance (near side), slopes up steeply at an angle of 30 degrees or so (60% slope), and contrasts with the precipitous cliffs behind it and to the

west of the entrance, to make a good landmark for the approach.

An islet lies in the entrance. Although small boats may pass to the east of the island it is advisable for the visiting yachtsman to enter the inlet through the main channel on the northwest side where the water is deep and free from reefs.

On one's first entrance into the inlet it is advisable to wait for high or low water slack. In checking the tide in Jervis or Princess Louisa Inlets use the Sand Heads tide tables. Officially, high and low slack occurs 20 minutes after the time given in the Sand Heads table but one-half an hour before or after that time will assure an easy entrance. Yachtsmen who are familiar with the entrance may enter or leave with safety on the short tides, i.e., from three to nine-foot tides.

Located just inside the entrance on the western shore is the Malibu Club where supplies, groceries, fresh fruit and vegetables, frozen foods, fuel and oil, water and radiotelephone service are available to yachtsmen. Luxury accommodations ashore are offered.

Between the entrance and the head of the inlet, a distance of five statute miles, there is only one reef, a patch of rock 150 feet off the easterly point of the island half way up the inlet.

Good anchorages in quiet water may be found anywhere along the shores of the cove to the north of the island half way up the inlet. At the head of the inlet the best anchorage is just off the falls.

Gorge Harbor on the west side of Cortes Island is scenically interesting, but **Manson Landing**, nearby, offers stores, water and gas facilities.

Blind Creek is another Cortes Island point of interest to yachtsmen and power boat men who have become attracted to the charms of the Cortes Island region. This community is on the south side of the island, offers good shelter, supplies and gas.

Refuge Cove, on Redonda Island, across the channel from Squirrel Cove, accommodates the traveler with stores and power boat fuel and merchandise. The latter point is an old Indian village and is particularly interesting for that reason. The entire area is highly scenic.

Both Bute and Toba Inlets, in the adjacent area, are favored cruising grounds, although supplies are not available there and the provident traveler will have made his arrangements at Refuge Cove or Squirrel Cove or Stuart Island, which has a wide selection of supplies, gas and diesel fuel, water, etc.

Stuart Island has a daily plane service and telegraph communications and is a last supply stop for scenic cruises up 45-mile Bute inlet. Boats tie up at the Stuart Island float while waiting a change of tide in Yuculta Rapids.

Owen Bay on Sonora Island commands the entrance to Okisollo Channel, where the tides are tricky but well worth mastery as the waterway leads to a land of enchanting scenery. Stores and fuel are available.

Quathiaski Cove, on Quadra Island, is a commercial fishing center. This is a stopping place for boats waiting for Seymour Narrows.

Campbell River itself, at the mouth of famous trout stream, offers limited facilities to the visitor. The famous Tyee Club for sport fishermen is located at the end of the spit running out from the river mouth's south shore.

April Point, on Quadra Island, is recognized as the yachtsman's headquar-

ters for Tyee fishing off the Campbell River, and its commodious mooring facilities and holiday atmosphere have made it one of the coast's favorite resorts. A marine oil station is here, and the Queen Charlotte Air Lines provide service to this point.

Because the tide runs fast through Seymour Narrows, it is sometimes regarded as a hazardous stretch of water. Actually, there is little or no risk if the yachtsman tackles the narrows at slack tide and watches his current tables, which in this instance are even more important than the tide times.

While waiting for the tide to change in Seymour Narrows, **Brown's Bay** is a good spot to stay when southbound. The location is about three miles north of the Narrows and its store is well stocked with goods usually needed by cruising parties. **Heriot Bay**, on the east side of Quadra Island, has a store and limited facilities for supplying boat fuel. Similarly, **Rock Bay** has no regular offering of supplies, although it is a site of busy logging operations.

No. Vancouver Island:

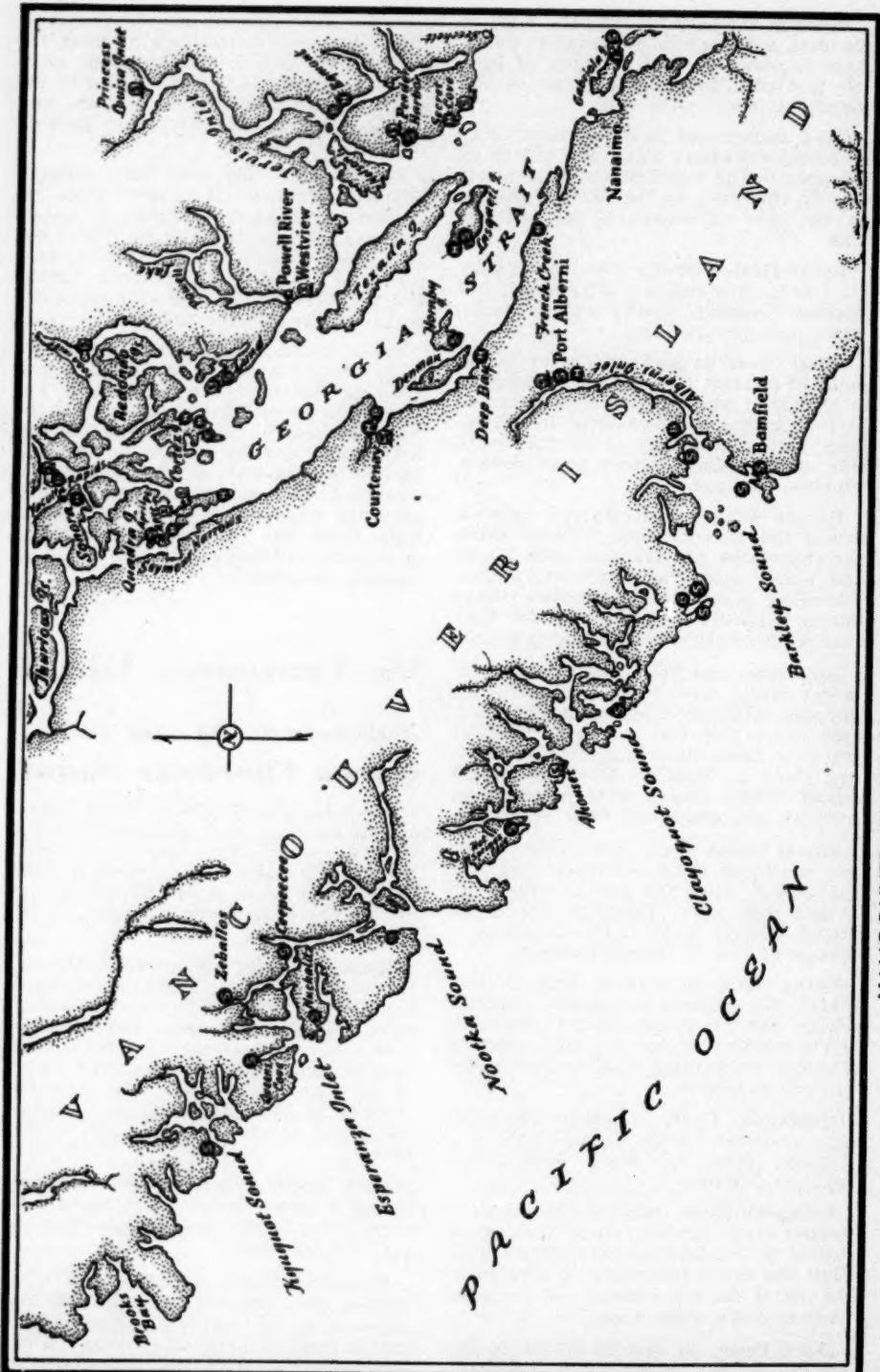
Johnstone Strait to Queen Charlotte Sound

Shoal Bay, on Thurlow Island, makes a good base for those planning to cruise up Phillips Arm. The objective of such a side trip is usually the excellent trout fishing on Phillips River. Shoal Bay can meet boats' requirements for gas, oil and similar supplies.

Kelsey Bay, on Johnstone Strait near the mouth of the Salmon River, commands the approach to the fertile Sayward valley on Vancouver Island and as it is also the operating base for a large logging company it stocks a good supply of gasoline, diesel fuel and general stores and fresh water. There is a post office and government telegraph station here.

Port Neville is a small settlement offering a good shelter, and there is a store there where gas and merchandise may be obtained.

Minstrel Island, at the mouth of Knight Inlet, affords the yachtsman and power boat man his last opportunity to obtain supplies prior to cruising up the fjord-like inlet. He will be able to satisfy



VANCOUVER ISLAND (Nanaimo to Thurlow Islands)

most of his requirements here, if they are not too ambitious.

Baronet Pass on Chacrost L., where a small sawmill and boatbuilding yard are located, near Walden Island, also has a gas station for the convenience of cruise parties.

Englewood and **Beaver Cove** are logging communities for two of the larger British Columbia companies and general supplies are therefore available, although the communities do not make a point of catering to pleasure travel. **Telegraph Cove**, on the south shore of the entrance to these places, offers supplies, gas, etc.

Alert Bay is the largest and one of the most interesting of all the settlements in the region, with a population of about 2,000. Police, forestry, fisheries and other government departments have their local bases here. The place is noted for its picturesque Indian village with its totems. An Indian residential school is in the town. A wide range of supplies is offered by the stores. Hotel accommodation is also available. There are ample supplies of fresh water, gasoline and diesel fuel, etc.

Malcolm Island and **Sointula** also offer a charm of their own, for here is an industrious Finnish settlement colonized by a group of immigrants who came to the Pacific coast two generations ago and whose main livelihood now is agriculture and fishing, which are carried on co-operatively.

Port Hardy, while a settled community for a good many years and the location of one of the British Columbia coast's more important air bases, offers limited marine service. However, it is the base of a large logging company and the road to **Coal Harbor** whaling station starts here, so it is possible to obtain accommodation in an emergency.

Bull Harbor is the farthest north spot on Vancouver Island that anyone but the most adventurous small boat navigator will want to visit. It is a sheltered cove on Hope Island. There is a government wireless station here. Supplies may be obtained from the fishing settlement during the summer.

Cascade Harbor, on nearby **Nigel Island**, is another fishing center offering access to summertime.

Alison Harbor, at the mouth of **Seymour Inlet**, and **Sullivan Bay** in **Wells Passage**, offer a pretty general selection of supplies to cruise parties.

Simoon Sound is the supply center for the Kingcome Inlet area, and good stocks are available here for travelers. The location is on Gilford Island in Cramer Pass—a scenically memorable part of the coast, ideal for cruising, and with a fine reputation for fishing.

Vancouver Island:

West Coast

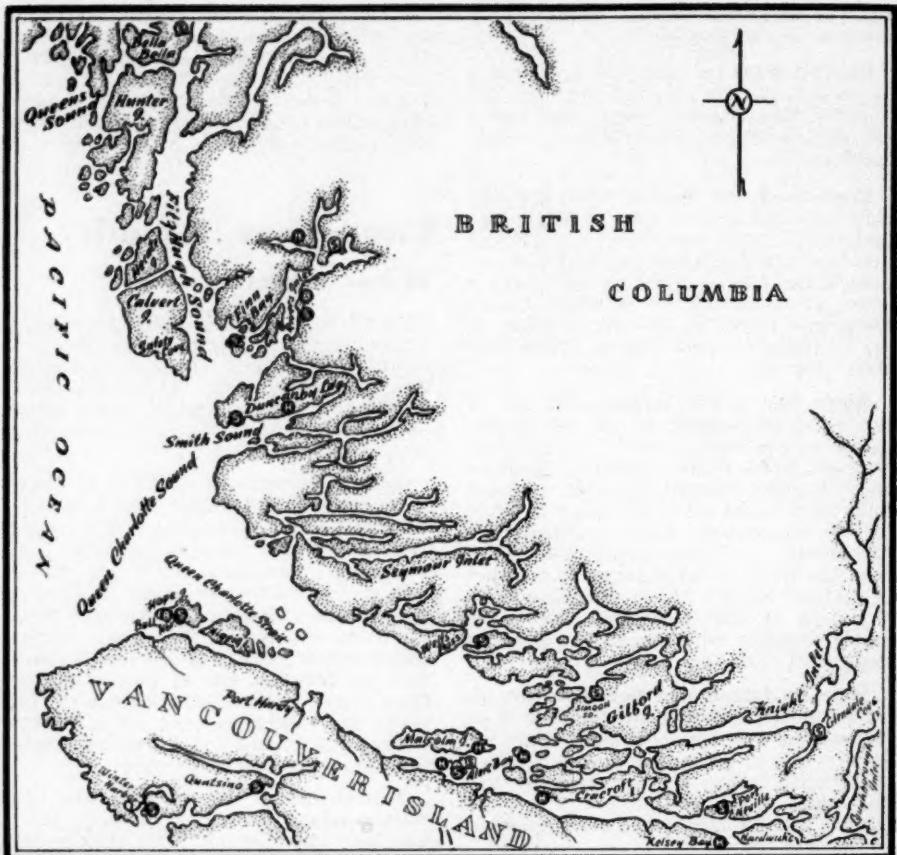
On the west coast of Vancouver Island beginning at the northern tip, the first point of call for small craft is usually **Winter Harbor**, at the entrance to **Quatsino Sound**. This is a fairly busy fishing center and it offers all the supplies, fuel, etc., ordinarily required.

Heading southward in **Kyuquot Sound** is the village of **Kyuquot**, on Mission Island, affording good protection for small craft and ample supplies. This has been a fishing community for years. Excellent shelter is also provided at **Queen's Cove** at the entrance to **Esperanza Inlet**. For the wanderer, there are several communities farther up the inlet—places such as **Zeballos**, one of British Columbia's most active gold camps a few years ago; **Ceepeecree**, site of a fish reduction plant, and **Tahsis**, where a large tidewater sawmill is located.

This section of the west coast of Vancouver Island is rich in history, for it was here that Captain John Meares used to trade with the Indians for furs which he carried across the Pacific to China. Here was the domain of the famed chief Maquinna and it was at this point that British and Spanish ships almost went to war. **Friendly Cove** and **Nootka** were the center of industry in the long ago as bases of the fur trade. They are still inhabited by Indians, and fishing is active. Plenty of space for shelter in the bays here, and stores, gas, oil are available.

All supplies for cruising purposes are to be had, too, at **Hot Springs Cove**, a few miles away, and at **Tofino** in Clayoquot Sound near the northern extremity of a spur of land reaching upward from the multi-mile-long strip of sand at **Long Beach**.

Ucluelet is an important fishing and logging center at the entrance to Barkley Sound. From here there is a long, well-protected arm of the sea reaching by way of Alberni Canal to **Port Alberni**, one of Vancouver Island's major industrial centers, with pulp and lumber mills and a thriving fishery. Port Al-



BRITISH COLUMBIA (Kelsey Bay to Bella Bella)

berni is on the main highway through Victoria, Nanaimo and east coast cities.

Near the entrance to Alberni Canal, on Uchucklesit Inlet, is the cannery community of Kildonan. Franklin River and Sarita are logging communities along the canal. Near the southern entrance to Barkley Sound in a well-protected bay is Banfield, where the Pacific cable station is located and all supplies are available. From that point and around Cape Beale there is a long stretch of open water, often rough, to Sooke, although there are settlements at Clo-oose, Port Renfrew and Jordan River, the latter two being principally noted for logging. Their accommodation for pleasure craft is strictly limited. Sooke, on the other hand, has all needed facilities and direct road connection with Victoria, about 20 miles away.

B. C. Coast: *Smith Sound to Bella Bella*

From Vancouver Island north through Queen Charlotte Sound there is a stretch of open water that can, at times, test the most skillful of navigators, but protected stretches are not far distant, and there are several fishing and cannery centers in the Rivers Inlet district. This is one of British Columbia's great commercial salmon centers.

The Rivers Inlet district, while primarily important for its commercial fisheries, is a favored cruising objective of yachtsmen, who usually make their base at Dawson's Landing or Duncanby Landing, both of which have a full range of supplies available.

Safety Cove provides shelter, but its stock of supplies is not a varied one.

For the tourist Bella Bella offers more attraction than most of the other places in this section as it has been an Indian settlement for many years and noted for its Indian architecture and totems. The same general description applies to Bella Coola, at the head of Dean Channel, which commands access to beautiful Tweedsmuir Park, a national reserve.

Just north of the area shown on the accompanying map is Ocean Falls, situated on Cousins Inlet off the junction of Fisher and Dean Channels. Here is located the Ocean Falls Yacht Club, at the starboard hand as the end of the inlet is approached. Petroleum products, and fresh water are available. A general store is operated by Pacific Mills, Ltd. Radio, telephone and telegraph stations handle communications to outside points. The Yacht Club marine shop and the company marine shop can provide drydocking and repairs.

Prince Rupert, B. C.

is situated on Kain Island at the southern side of Prince Rupert Harbor, about 50 miles from the Alaskan border. It is 25 miles from Port Simpson and 550

miles from Vancouver, B. C. The entrance is through Chatham Sound and Prince Rupert Harbor, between Lima Point of Digby Island and Kain Island, nearly five miles northward of Kitson Island in the approach. All approaches to the harbor are deep and navigable for



PRINCE RUPERT

the largest vessels at all times. In the central part of Prince Rupert Harbor the depths vary from 20 to 33 fathoms and in the fairway northwest of the settlement from 20 to 22 fathoms.

There are a number of docks where both pleasure and work boats can tie up.

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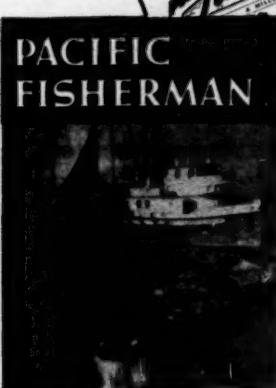
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From Puget Sound in Washington to Cape Spencer in southeastern Alaska there is a system of narrow straits with deep water known as the Inside Passage. There are numerous rocks and reefs but a general absence of extensive shoals except at the mouths of glacial-fed streams.

Southeastern Alaska consists of a narrow strip of continental land, together with Alexander Archipelago, a vast chain of islands lying near the mainland. Here are found some of the most interesting cruising waters.

Between Yakutat Bay and Cape St. Elias, the coast is fairly regular. The great Malaspina glacier borders a section of this coast.

From Cape St. Elias to Cook Inlet the coast is rocky and deep, as is the south side of the Alaska peninsula and the off-lying islands.

The Aleutian Islands are rugged and mountainous, with numerous islets, rocks, and reefs.

The Bering sea is characterized by shoal waters with extensive sand and mud flats along the shores, particularly in the approaches to the various bays and rivers.

In Southeast Alaska the principal towns are Ketchikan, Craig, Wrangell, Petersburg, Sitka, Douglas, Juneau, Haines, and Skagway. Complete facilities for commercial and pleasure boats are maintained the year around. Numerous small settlements and cannery sites provide limited facilities for supply and repair. The boating season in Alaska generally extends from May to October, the drier season, and the rains, while frequent, are local.

Principal ports of central and western Alaska are Cordova and Valdez in Prince William Sound, Seward in Resurrection Bay, Kodiak on Kodiak Island, Unga and Unalaska to the westward, and Nome and St. Michael in Bering Sea.

Ketchikan

is located on Revillagigedo Island near the southeastern end of Tongass Narrows. It is the southernmost port of entry into Alaska and contains one of its finest harbors.

The Ketchikan Yacht Club is located in Thomas Basin behind the breakwater and offers mooring for pleasure craft. A small clubhouse offers a warm lounging room, galley and wash room. En-

trance to the basin will accommodate boats up to 6-foot draft at low tide, with fresh water alongside moorings. Harbor anchorage behind the new breakwater is safe in all weather. The confined channel admits no sea and tidal currents do not exceed two knots. Ketchikan is the distributing center of the commercial and fishing industries of this part of southeastern Alaska. Oil stations, sawmills, canneries and cold storage plants are located here.



KETCHIKAN

Wrangell

is on the west side of the northern end of Wrangell Island, 1 mile below Point Highfield. A breakwater, 300 feet long, has been constructed from the north extremity of Point Shekesti, and affords protection for small craft in the southern part of the harbor. The several open pile wharves are privately owned but open to the public on payment of wharfage charges.

Tidal currents in Wrangell Harbor are variable and approaching vessels



WRANGELL.

should be careful to determine the direction of the current and exercise caution in coming alongside. Several general stores supply provisions, fishermen's supplies and some ship chandlery. There are two companies operating marine ways. There is a well-equipped machine shop where repairs to machinery can be made. Fresh water is available on the main wharves and at oil company floats.

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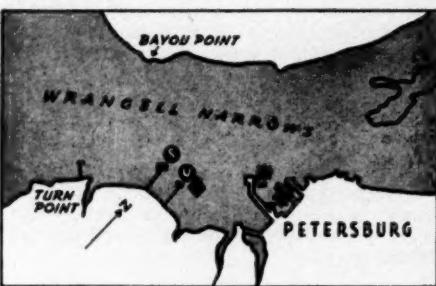
In Ketchikan—

Northern Commercial Co.

KETCHIKAN JUNEAU SEATTLE (NC Marine)

northeastern end of Wrangell Narrows whose entire length is well lighted. A public float is located on the north side of the Citizens Wharf, and accommodations for small craft will be found midway between the Public Dock and the Citizens Wharf. Visitors will find several stores equipped to supply them with all their boating needs.

There are several machine shops available for minor repairs to machinery. There are two marine ways. The larger is capable of hauling out vessels up to 100 feet in length. There is also a good gridiron on the north side of the oil wharves capable of accommodating boats up to 90 feet.



PETERSBURG

Juneau

the capital and largest city in South-eastern Alaska, is situated on the north-easterly side of Gastineau Channel, 8 miles from Stephens Passage.

Small boats entering Juneau harbor proceed past the city to the bridge spanning the channel. The maximum vertical clearance is 45.7 feet for a width of 200 feet between the main piers. The small boat harbor is just beyond the bridge. The City of Juneau has made extensive improvements in its small boat harbor and it affords protection in any weather. A regular bus service uptown is maintained, repair shops are close by, grocery and meat markets are in the vicinity. A telephone is on the main wharf and laundry and ice service may be obtained. Fresh water is available on the main float and arrangements may be made with the harbor master to obtain shore current. Two marine service stations are located in the city harbor, another just beyond the small boat harbor, where there is a complete machine shop, carpenter shop and drydock.



JUNEAU

The Territorial Museum and Library is located in the Federal Building. Mendenhall Glacier may be reached by a 13 mile drive by car, Taku Glacier is 26 nautical miles from Juneau, easily accessible by boat. There are good trails on Mt. Juneau and Mt. Roberts, details of which may be obtained from the Regional Forester's office in the Federal Building. Juneau is located in the center of fine salt water fishing, and excellent fresh water trout lakes may be reached by short hikes or charter plane service.

Sitka

one of Alaska's most important towns, is located on the eastern side of Sitka Sound. It is approached by the regular and well-marked steamer channel from the open ocean, with Kruzof Island to the west. Another entrance is by the steamer channel from Juneau on the inside passage through Sergius and the Whitestone Narrows.



SITKA

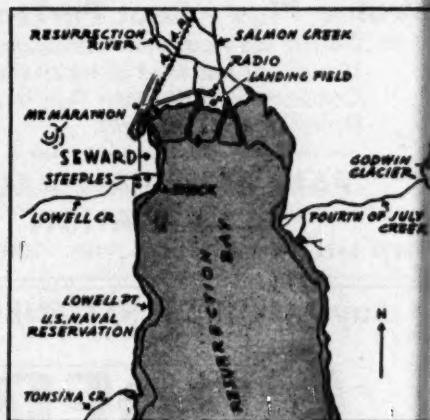
Moorage for small boats is supplied without charge. Boats up to 65 feet dock at the city float with a small charge made for fresh water.

Several general stores supply provisions, fishermen's supplies and some ship chandlery. A number of government buildings, an Indian industrial school and home, a native village, sawmill, cold-storage plant, cannery and saltery are located here.

Marine railway and machine shop facilities are available for small craft.

Seward

is the important rail-head city, located at the head of Resurrection Bay on



SEWARD

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Piloting Classes—Tuesdays—Everett Junior College

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Monthly Publication—"Pilot"	

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Piloting Classes—Tuesdays—College of Puget Sound
Annual Publication—Commencement Bay

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 Piloting Classes—Thursdays—Fisheries Products Laboratory

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11—Coronado
12—San Diego
14—San Diego
15—Mission Bay
16—San Diego
21—Pasadena
22—Balboa
23—Newport
27—Newport
32—Wilmington
34—

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Capt. A. C. Stubbs
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- 35—Culver City
- 41—Long Beach
- 42—Newport Beach
- 43—San Clemente
- 44—Pasadena
- 45—Los Angeles
- 51—Long Beach
- 62—West Los Angeles
- 63—Santa Monica
- 64—Beverly Hills
- 68—Beverly Hills
- 81—Santa Barbara
- 82—Ventura
- 92—Hollywood
- 93—Los Angeles
- 94—Glendale
- 95—Lake Mead
- 101—Los Angeles
- 103—Los Angeles
- 104—Los Angeles
- 105—Los Angeles
- 107—Los Angeles
- 108—Los Angeles
- 111—San Pedro

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- R. W. Garfield
- Chas. Parkhill
- R. E. Calbeck
- Geo. H. Coffin
- F. R. Weigel
- David Foutz
- Jack Atkinson
- Adrien Blackwell
- Hap Maule
- F. R. Davidson
- E. D. Cayce
- R. R. Lunsford
- Demar Pinckney
- Wm. Unger
- N. E. Farnell
- Marcus Daly
- Al Adams
- Ruel Short
- W. J. Beierwaltes
- Ken Thomas
- Joe Gleason
- Dorothy Gleason
- Phil Hickerson

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- R. W. Baker
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- Fred Cleary
- Jack London
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- Keith Brockett
- H. DiGiantomasso
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- L. Dutton
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- B. P. Hancock
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- G. J. Weimer
- Carl H. Beham
- Wm. S. McLeod
- Justin Mittler
- Victor Frey
- T. O. Simonson
- Lt. Don DuChane
- John Caldwell
- Jane Morales

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SAN FRANCISCO, CALIF.

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Director of Auxiliary..... Lieutenant Commander, J. F. Hettrich, USCGR

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Vice Captain.....	H. L. Worlow, Sacramento
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- 14—San Rafael
- 15—Palo Alto
- 16—San Mateo
- 21—Richmond
- 22—Oakland
- 23—Alameda
- 24—San Jose
- 26—Berkeley
- 31—Pittsburg
- 32—Sacramento
- 33—Stockton
- 34—Bethel Island
- 51—Vallejo
- 52—Napa
- 41—Fort Bragg
- 54—Pt. San Pablo
- 61—Lake Tahoe

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Captain.....	James L. Allerdice
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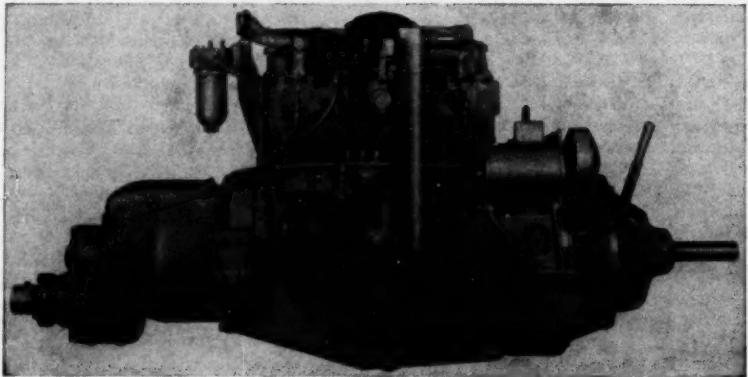
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Vice-Captain.....	Louis N. Moss
Training Officer.....	Howard E. Elford

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TROUBLE-SHOOTING GUIDE

FOR MARINE ENGINES

THIS SECTION is intended to serve as a guide to the boat owner when minor engine troubles develop during a cruise. Major mechanical repairs or overhauls requiring the facilities of a repair shop are not covered, although we will try to tell you how to recognize some of them.

In any search for engine troubles they should be traced systematically and only one adjustment made at one time.

There is nothing magical about the operation of a marine engine. If no parts are broken, if it is correctly assembled and timed, if it has fuel and ignition and can be cranked, the engine must run.

Should the engine refuse to start, don't run the battery down by cranking the engine. Think the situation over and find out why it doesn't start. Remedy the situation if possible and then attempt to start the engine.

The following causes, effects, and remedies will, we hope, assist you to have more enjoyable cruising by making minor repairs afloat possible.

IF CRANKING MOTOR WILL NOT OPERATE

Discharged or low battery:

Recommended test for battery is to check with a hydrometer or voltmeter. If these are not available, in emergency, a quick check for battery condition is to touch a pair of pliers quickly across the terminals. A good fat spark will indicate a live battery.

CAUTION: Before working around the battery or ignition circuits, the engine compartment should first be thoroughly aired out, and a check made for gasoline fumes, before breaking any connections which might result in an exposed spark.

Loose or corroded battery terminals:

Check cable connections at the terminal posts. Don't just look: break the connection, clean and reclamp.

Defective starter switch:

First inspect the connections. Try the emergency button under screw cover at end of relay switch on cranking motor. In an emergency, test push button by shorting across it with a pair of pliers,

first taking proper precautions against danger of fire.

Bendix pinion of cranking motor jammed:

Reach under flywheel and see if the starting pinion is free. If pinion is jammed against flywheel, it may be freed by loosening up the bolts which hold cranking motor to flywheel housing.

Defective cranking motor:

Inspect commutator and brushes.

Engine may be "frozen":

Crank engine by hand, to make sure it is free.

CRANKING MOTOR REVOLVES BUT ENGINE DOES NOT

Weak battery:

Not sufficient power to turn engine at normal speed. When this condition exists the cranking motor will have a characteristic hum.

Acid-eaten cable:

Insufficient current getting through. Give particular attention to ground connection on battery.

Broken Bendix drive, or gum on Bendix spiral:

Remove the cranking motor and look for broken spring. If Bendix pinion does not move freely on spiral, wash pinion and spiral in mineral spirits and lubricate sparingly with light engine oil, S.A.E. 10.

Stripped gear on flywheel:

This is extremely rare.

As an emergency measure if only a few teeth are gone from flywheel gear rotate engine by hand until stripped portion is beyond Bendix gear. The starter can then turn the engine over almost one revolution before meeting stripped part and will in some cases coast over and re-engage good teeth.

CRANKING MOTOR OPERATES BUT ENGINE WILL NOT START

Improper carburetion:

Out of fuel?

Is gasoline reaching fuel pump? See if sediment bowl on fuel pump is filled with gasoline. If not, and there is fuel in

the tank, shut-off cock may be closed or the line may be plugged. Try the hand primer. Disconnect line at fuel pump and blow through line. Look for dents in tubing, and air leaks in fuel pump gaskets or in fuel line connections. Make sure that vent to gasoline tank is open.

Is fuel reaching the carburetor? Remove sediment bowl from fuel pump and see if screen is clean. Then disconnect line from fuel pump to carburetor, and see if gasoline flows freely. Look for water in fuel. Water will show as large drops which do not mix with fuel. If found, drain sediment bowl and carburetor.

Is fuel reaching the cylinders? Remove spark plugs and see if they are moist. If there is no trace of gasoline in the cylinders, carburetor may be out of adjustment, float level too low, or the jets may be clogged with dirt and gum.

Is choke closing properly? On dual carburetor models, if linkage permits one choke to remain partly open, both chokes will be out of action, causing hard starting.

Engine flooded? If the spark plugs are wet, this indicates flooding, caused by using the choke too long. Open throttle wide, set choke in non-choking position, turn switch on and crank engine a few times.

Air leaks at intake manifold?

Poor grade, old, or stale fuel in combination with cold weather causes hard starting. In very cold weather, heating the oil and warming the spark plugs will help.

If engine was previously running with the present carburetor adjustment, do not change it unless there is evidence of the needle valve vibrating out of adjustment.

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Know the real pleasure and peace of mind that come with owning a Universal. Whatever model you choose, you'll be getting all the money-saving, performance-making features of a genuine marine motor.

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Electrical difficulties:

Possible trouble in the primary circuit may arise from corroded, dirty or loose connections; weak, leaky or grounded condenser; distributor points pitted or fused; distributor points set to wrong gap, or loose; breaker arm sticking because of weak or broken spring or because of tight hinge bushing.

When in doubt as to electrical troubles, a good, simple procedure is to replace the coil, condenser, and points and possibly the spark plugs and distributor rotor and cap. Then have the old ones tested at the next stop where facilities are available.

This, of course, requires an engine first aid kit, which should be carried on every boat, carefully packed in a dry box, which should consist of the following all new parts and as many of each as there are on the engine or engines:

Coil Spark plugs Condenser
Point file or emery stone
Points 3/32-inch round file
Distributor rotor and cap

CAUTION: To avoid mixing plug wires, tape or mark all wires before removal. If they are mixed up, refer to the paragraph on wrong timing.

Trouble in the secondary circuit can be caused by corroded, dirty, or loose connections. Check high-tension wire from coil to distributor and all wires in distributor cap. Other causes: moisture or carbon on spark plug porcelains; cracked insulation, leaks and shorts; cracked distributor cap; carbon contact inside distributor cap broken or missing; rotor contact spring broken; ignition coil weak; wrong type of spark plug; improper gap on spark plugs; fouled or cracked spark plugs; distributor wired to wrong plugs.

A wet distributor cap and wires can be dried off by pouring a small amount of carbon tetrachloride over them and allowing it to evaporate.

Poor compression:

A quick test for compression is to remove a spark plug and place your thumb over the hole, then crank the engine. A more accurate method is to use a compression gauge. Do not expect all cylinders to show the same compression pressure, but a decided difference will indicate improperly seating valves, worn rings, worn cylinder, or leaky gasket. After taking an initial reading, seal the piston with a teaspoon of engine oil poured through spark plug hole, and take a second reading. If pressure does not increase, this will indicate that improperly seating valves are at fault.

Poor compression may be caused by a loose or warped cylinder head; spark plugs loose in head; damaged cylinder head gasket; poorly seating valves; broken or weak valve springs; valves holding open due to insufficient tappet clearance; valves sticking open due to warped stems or carbon and gum on stems or in stem guides; badly worn, broken, or stuck piston rings; cylinder scored or worn excessively.

Wrong timing:

Remove any spark plug, put your thumb over the spark plug hole and test for compression stroke, cranking the engine over by hand. Then, probing with a stiff wire, set piston on top dead center of the compression stroke. At this position, the breaker points in distributor should be just starting to open.

Firing order on most 6 cylinder engines is 1-5-3-6-2-4. Six cylinder engines known as "opposite rotation" usually have a firing order of 1-4-2-6-3-5. Opposite rotation engines are usually the port side engine in a twin screw boat. Most engines have the firing order stamped on a metal plate attached to the engine.

OVERHEATING

Overheating is caused by worn water pump; obstruction in the oil cooler; obstruction in water intake scoop; scale or sand in water jackets; collapse of intake water hose under load; water by-pass valve off correct setting; low oil level in crankcase; defective thermostat.

LACK OF POWER

Faulty compression.

Improper timing.

Poor carburetion.

Restriction in air supply to carburetor caused by dirt in flame arrester screen, or choke valve not completely opening.

Throttle control linked up so that throttle is not fully opening.

Dirt or water in sediment bowl of fuel pump.

Dirt or water in fuel lines or carburetor jets.

Air leak in fuel pump or fuel line.

Air leak in manifold gasket.

High engine temperature, caused by worn water pump or clogged water jackets.

Vent of gasoline tank not open.

Pre-ignition, caused by carbon deposits, by wrong plugs, or warped valve head.

Engine and propeller shaft misalignment.

Insufficient air getting into engine compartment.

ROUGH, UNEVEN IDLING

Improper adjustment of idling screw or carburetor; float level too high or too low; idling jet air passage clogged.

Air leaks in intake manifold or carburetor; loose manifold nuts, damaged gasket at manifold; warped manifold.

Improper ignition.

Weak ignition coil.

Spark plug difficulties (gap too close).

Uneven compression.

Water leak in cylinder head, block, or manifold.

MISSING AT HIGH SPEED

Spark plug troubles.

Broken insulation on high tension wires.

Weak breaker-point spring.

Fuel obstruction, indicated by backfiring.

Weak valve springs.

Improper tappet clearance.

MISSING AT ALL SPEEDS

Blown head gasket between cylinders. Sticking valves, broken valve spring.

Fouled spark plugs; broken insulation. Leaky high-tension wiring.

Pitted or fused breaker points.

Incorrect breaker-point gap.

Improper valve tappet clearance.

Punctured condenser.

Gasket leak at intake manifold.

Carburetor out of adjustment.

SPARK KNOCK AND FUEL KNOCK

Pre-ignition is caused by an incandescent particle of carbon or metal in the combustion chamber, which fires the mixture prematurely, while the piston is still rising. Detonation is caused by fuel of wrong octane rating, which burns too rapidly, throwing a sudden and abnormally high pressure against the piston. The two have a similar sound, a metallic ringing knock which is often described as a "ping." This is usually heard when the engine is laboring, accelerating rapidly, or overheated.

Causes of this condition are:

Carbon deposits in combustion chamber.

Ignition timed too early.

Weak springs in automatic distributor advance.

Incorrect spark plug (too hot).

Carbon on spark plugs or burned porcelains.

Sharp metallic edges in combustion chamber.

Hot valves resulting from insufficient tappet clearance, use of the wrong type of valve, improper seating, thin edged valves, warped or cracked valve heads.

Excessive engine temperatures, caused by faulty water circulation.

Low octane fuel, old or stale fuel.

Extremely lean carburetor mixture.

BACK-LASH KNOCK

This can, under certain conditions, appear as a rattle or chucking noise in the reverse gear, and it may be easily confused with other types of engine knocks. It is caused by normal back lash between the teeth of the reversing gears, and it is heard only at low speeds, "washing out" when the engine is accelerated above 600 rpm. Normal back lash is not an indication of wear, and is harmless.

VIBRATION ORIGINATING AT ENGINE

The commonest sources of vibration originating in or on the engine, as distinguished from causes originating outside the engine, are, misfiring; misalignment of engine and propeller shaft; bent or off-center coupling; engine loose on bed; engine support loose on cylinder block; unbalanced or sprung crankshaft; unequal compression of cylinders.

VIBRATION FROM OUTSIDE THE ENGINE

Thumping and vibration originating outside the engine often telegraph along the propeller shaft and appear to originate in the engine. These may be caused by a bent propeller, sprung propeller shaft, worn stuffing box.

UNCOMMON ENGINE NOISES

The following possible causes of engine noise are more rare but should be considered and checked in locating foreign sounds:

Flywheel loose on crankshaft.

Crankshaft pulley loose on flywheel.

Foreign object in exhaust passages.

Loose exhaust pipe at manifold connection.

Loose engine accessories, such as generator, water pump, etc.

Excessive timing gear back lash (sharp rap).



50-ft. Catalina with Super De Luxe Sun Deck

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- ★ MARINE ENGINES — 60 thru 160 h.p.
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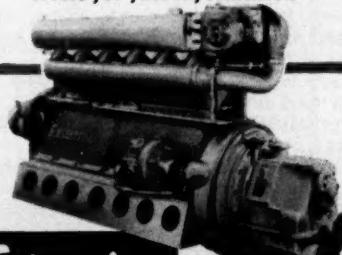
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**Rated 275-350 HP at 600-750 RPM
6 cylinders, 4 cycle, 8" bore x 10" stroke
Piston displacement 3016 cu. in.**

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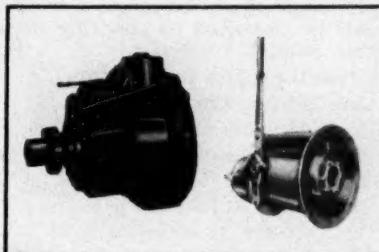
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Paragon Gear Works, Inc., Taunton, Mass.

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REVERSE AND REDUCTION GEARS

BACK-FIRING AT CARBURETOR

Engine back-firing through the carburetor when starting cold is many times unavoidable as it is the result of an imperfect air-gasoline mixture, which will automatically correct itself after the engine reaches normal operating temperatures. The reason why of back-firing in this case is late burning of the mixture in the cylinder, due to improper ratio of fuel to air, igniting the incoming charge and causing an explosion in the intake manifold and carburetor. Thus lean mixtures and retarded spark are the commonest cause of back-firing. Continued back-firing after the engine is warm should be corrected by checking the following possible causes:

Excessively lean fuel mixture.

Late ignition timing.

Incorrect valve timing.

Improperly seating valves, especially intake.

Obstruction in fuel line.

Dirt or water in sediment bowl.

Intake manifold air leaks.

Poor grade of fuel.

Secondary wires crossed in distributor cap.

Distributor governor sticking.

Badly worn or improper spark plugs.

ABNORMAL OIL CONSUMPTION

Leaks through poorly fitting gaskets or worn oil seals.

Cracked pan—the above will be evident by oil in the bilge.

Worn piston rings.

Worn rod and main bearings.

Worn valve guides.

LOW OIL PRESSURE

Complete absence of oil pressure is a sure sign of a broken line, either inside or outside the engine. Normal oil pressure in a new engine is 30 to 40 pounds. A pressure of less than 20 pounds calls for investigation. (5 to 15 lbs. is satisfactory at idle). Above pressures may vary for different engines. SEE manufacturer's recommendations for your engine.

Possible causes of low oil pressure are:

Incorrect grade of oil. Correct viscosity should be as recommended by manufacturers.

Badly diluted engine oil.

Worn bearings.

Oil relief valve not properly seating. Look for dirt on seat of valve and adjust

tension according to manufacturer's recommendations.

Clogged oil cooler.

Air leak in oil pump suction line.

Sludge on oil pick-up screen.

Pick-up screen not submerged, due to insufficient oil, or engine installed at too steep angle.

Worn or damaged pump gears.

Inaccurate oil pressure gauge.

HIGH OIL PRESSURE

Oil pressure should not exceed the maximum recommended by the engine manufacturer, normally around 40 lbs., except momentarily when the engine is started up cold. Abnormally high oil pressure is not desirable because it increases oil consumption. Possible causes of high oil pressure are:

Engine oil too heavy.

Relief valve not opening.

Obstruction in distributing line.

Inaccurate oil pressure gauge.

FOULED SPARK PLUGS

Worn piston rings.

Worn cylinders.

Excess piston clearance.

Rich mixture.

Plugs too low in heat range.

Gaps too narrow, causes missing at idle.

BURNED SPARK PLUGS

Plugs too high in heat range.

Lean mixture.

Late ignition timing.

Engine overheated. See Overheating.

Low octane fuel.

Badly leaking valves.

Cracked valve seat.

MAINTAIN YOUR ENGINE

Keep your engine clean. Wipe off oil, grease and dirt. Sand rust spots and repaint with engine enamel.

Keep wiring clean, dry, and away from bilge and hot exhaust pipes.

Periodically check all fuel lines for leaks.

Vibration causes copper to become brittle and crack. Unsupported lines connected to engine should be annealed each year.

Obtain an operator's instruction manual from the manufacturer of your engine and carry on board at all times.

* * *

NOTE: Much of the above information was obtained from the Gray Marine Motor Company Maintenance Handbook.

In the Gray Line You'll find

ONE RIGHT ENGINE

to fit your boat

Cruiser Engines
for Cruisers



Racing Engines
for Racing



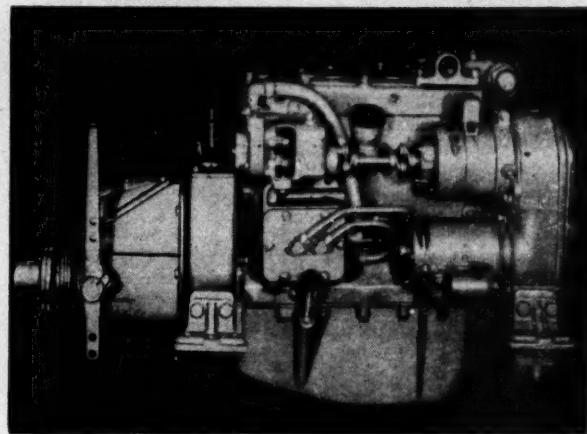
Workboat Engines
for Workboats



Runabout Engines
for Runabouts



Auxiliary Engines
for Auxiliaries



Pacific Coast Distributors

VANCOUVER: Hoffars, Ltd.

SEATTLE: Jules Engine & Equipment Co.,
Distributor for Washington,
Oregon and Alaska.

SAN FRANCISCO: Hall-Young Co.

LOS ANGELES: Charles E. Smith.

SAN DIEGO: Nuttall-Styris Co.

GRAY MARINE MOTOR COMPANY - DETROIT 7, MICHIGAN

Manufacturers of Gasoline and Diesel Engines — 10-200 h.p.

GRAY MARINE

GASOLINE MARINE ENGINES-1952

Specifications

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Diapl. Cu. In.	Max. R.P.M.	Inches					Weight
						Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
ARNOLT											
Arnolt DDT	20	2 1/2 x 3 1/4	4	61	2800	30	17	10 1/4	6	281	
Arnolt RDT-2	20	2 1/2 x 3 1/4	4	61	2800	34	17	10 1/4	6	302	
Arnolt RDT-3	20	2 1/2 x 3 1/4	4	61	2800	34	17	10 1/4	6	305	
Arnolt RDT-4	20	2 1/2 x 3 1/4	4	61	2800	34	17	10 1/4	6	305	
CHRIS-CRAFT											
B	60	3 1/4 x 4	4	132.7	3200	32	24	15	9	456	
K&KO	95	3 1/4 x 4 1/4	6	229.7	3200	40	24	16	10	626	
KL&KLO	105	3 1/4 x 4 1/4	6	236.6	3200	40	24	16	10	626	
KLC	120	3 1/4 x 4 1/4	6	236.6	3600	40	24	16	10	626	
M&MIO	130	4 x 4 1/4	6	320.4	3000	46	26	17	10	850	
KBL	131	3 1/4 x 4 1/4	6	236.6	3800	40	24	16	10	626	
ML&MLO	145	4 x 4 1/2	6	339.2	3000	46	26	17	10	850	
MBL	158	4 x 4 1/2	6	339.2	3400	46	26	17	10	850	
W&WO	160	4 x 4 1/2	6	404.3	3000	53	27	19	11	1232	
CHRYSLER											
M46 Ace	87	3 1/4 x 4 1/4	6	217.7	2800	44	23	17	8 1/2	742	
M46-S Ace Special	105	3 1/4 x 4 1/4	6	217.7	3600	44	23	17	8	710	
M47 Crown	104	3 1/4 x 4 1/2	6	250.6	2800	45 1/2	23	17	9 1/2	845	
M47-S Crown Special	125	3 1/4 x 4 1/2	6	250.6	3600	45 1/2	28	17	9 1/2	805	
M48 Royal	135	3 1/4 x 4 1/4	8	323.5	2800	45 1/2	26	18 1/2	10 1/2	1092	
M48-S Royal Special	165	3 1/4 x 4 1/4	8	323.5	3600	55	29	20	10	1030	
M49 Majestic	160	4 x 5	6	376.9	3000	59	27	20	13	1428	
FEDERAL											
Model S	90	3.30 x 4.40	6	226	3000	50	27	20	9	675	
Model F	100	3.19 x 3.75	8	239	3500	42	25	23	8	690	
Model T	115	3.50 x 4.40	6	254	3500	50	27	20	9	650	
Model L	145	3.50 x 4.38	8	337	3500	50	27	23	11	1025	
FLAGSHIP											
226 LD	100	3.3 x 4.4	6	226	3600	46	22 1/2	17 1/2	8 1/2	763	
254 LR	118	3.5 x 4.4	6	254	3500	48	25	17 1/2	8 1/2	760	
GRAY											
Light Four 69	16	2 1/2 x 3 1/2	4	69	1800	29	17	12	7	370	
Lugger Sea Scout-91	25	2 1/2 x 3 1/2	4	91	2000	30	18	12	7	380	
Lugger 112	31	3 1/4 x 3 1/4	4	112	2000	31	18	12	7	400	
Lugger 162	42	3 1/4 x 4 1/4	4	162	1800	33	19	15	8	565	
Express Four-140	55	3 1/4 x 4 1/4	4	140	3000	32	19	15	8	545	
Phantom Four-45	45	2 1/2 x 3 1/2	4	91	3600	29	18	12	7	390	
Fireball Four-50	50	2 1/2 x 3 1/2	4	91	4000	29	19	16	7	395	
Phantom Four-62	62	3 1/4 x 4 1/4	4	140	3870	33	21	15	8	525	
Express Four-162	63	3 1/4 x 4 1/4	4	162	3000	33	19	15	8	565	
Racing-91	65	2 1/2 x 3 1/4	4	91	5000	25	22	16	7	275	
Lugger Six-226	73	3 1/4 x 4 1/4	6	226	2400	40	19	15	8	710	
Phantom Four-75	75	3 1/4 x 4 1/4	4	162	3600	32	22 1/2	15	8	540	
Lugger Six-244	83	3 1/4 x 4 1/4	6	244	2400	43	23	16	8	825	
Fireball Four-90	90	3 1/4 x 4 1/4	4	162	4000	33	24	20	8	540	
Express Six-226	93	3 1/4 x 4 1/4	6	226	3200	40	19	15	8	710	
Lugger Six-330	96	4 x 5	6	330	2400	48	24	17	9	1070	
100	100	3 1/4 x 4 1/4	6	226	3400	40	22	15	8	680	
Express Six-244	102	3 1/4 x 4 1/4	6	244	3200	43	23	16	8	825	
Phantom Six-112	115	3 1/4 x 4 1/4	6	226	3400	40	22	15	8	675	
115	115	3 1/4 x 4 1/4	6	244	3400	42	25	16	8	785	
Express Six-330	124	4 x 5	6	330	3200	48	24	17	9	1070	
Phantom Six-125	130	3 1/4 x 4 1/4	6	244	3600	42	25	16	8	800	
Fireball Six-140	140	3 1/4 x 4 1/4	6	244	3600	42	25	16	8	800	
150	150	4 x 5	6	330	3400	46 1/2	22 1/2	17 1/2	9	950	
Express Six-427	150	4 1/2 x 4 1/4	6	427	2800	51	25	18	10	1250	
Super Six-330	160	4 x 5	6	330	3400	46	24	18	9	970	
Super Six-427	180	4 1/2 x 4 1/4	6	427	3000	51	29	18	10	1225	
Fireball Six-160	160	3 1/4 x 4 1/4	6	244	4000	42	27	19	8	785	
Racing-244	170	3 1/4 x 4 1/4	6	244	5000	39	29	20	8	650	

Note: Due to space limitations, specifications are not always shown to the exact fraction, especially in piston bore and stroke measurements.

FOR EVERY BOAT AND EVERY BUDGET

SCRIPPS

MARINE ENGINES



SOUTHERN
CALIFORNIA

J. T. SILER CO.
911 West B St.
Wilmington



SAN FRANCISCO

OSWALD
MACHINE WORKS
956 Evans Avenue



NORTHWEST

ALASKA-PACIFIC
SUPPLY INC.
2412 Market St.
Seattle

SPECIFICATIONS

Series	Horsepower	R.P.M.	Cu. In.	Price
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STANDARD MODELS

30	50	3200	134	\$ 670.00
F-4	81	3000	220	1,021.00
Seiner Special	81	3000	220	
90*	95	3000	230	929.00
Mercury	100	3600	239	826.00
100*	110	3000	320	1,237.00
6-339*	140	3200	339	1,442.00
150	185	3000	447	2,673.00
160	175	2400	548	3,186.00
170	200	2400	611	3,278.00
200	225	2400	678	3,370.00
300	350	2600	894	4,882.00

SPECIAL HIGH SPEED

4-60	60	3400	134	\$ 670.00
6-95*	95	3000	230	929.00
6-110*	110	3600	236	1,018.00
6-130*	130	3200	320	1,252.00
6-145*	145	3200	339	1,457.00
6-158*	158	3400	339	1,500.00

DIESELS

4-166 Coast Guard				
Life-Saver	50	3000	166	\$ 2,722.00
7000*	79	2600	255	2,754.00
8500*	84	2600	298	3,051.00
6-935	220	2000	935	10,660.00

Hydraulic reverse gears optional—extra.
Optional reduction gear ratios available for all models.

See ANY Boat Yard or Marine Supply Dealer

SCRIPPS MOTOR COMPANY
5817 LINCOLN AVE., DETROIT 8, MICHIGAN

GOOD MARINE ENGINES FOR 46 YEARS
GASOLINE AND DIESEL, 40 TO 700 H.P.

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Displ. Cu. In.	Max. R.P.M.	Inches					Weight
						Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
HALL-SCOTT											
183 & 184 Invader.....	200	5½x7	6	997.8	1700	73	25	28	12	2100	
168 & 169 Invader.....	275	5½x7	6	997.8	2100	73	25	28	12	2100	
186 & 187 Invader.....	250	5½x7	6	997.8	2100	90	25	28	19	3265	
2268 & 2269 Defender.....	630	5¾x7	V-12	2181	2100	88	44	31	12	3600	
2286 & 2287 Defender.....	610	5¾x7	V-12	2181	2100	104½	23	40	10½	4600	
KERMATH											
Sea Pup.....	5	2¾x2¾	1	18	3000	17¾	13¾	10¾	4¾	78	
Sea Cub.....	25	2¾x3	4	65	3400	29¾	18¾	11¾	5¾	300	
Sea Jeep.....	61	3½x4¾	4	134	3600	36	21¾	17¾	7	540	
Sea Prince.....	95	3½x4¾	6	230	3600	42¾	24	16	8	700	
Sea Rover.....	122	4x4¾	6	320	3000	52¾	23¾	18	10	925	
Sea Mate.....	155	4¼x4¾	6	404	3000	56½	26½	20	10½	1250	
Sea Farer, special.....	200	5x5¾	6	678	2400	69¾	29¾	23¾	11	1600	
Sea Raider, six.....	260	5½x6	6	779	2400	77	28¾	29½	10½	2200	
Sea Raider, special.....	550	5½x6	12	1560	2400	76½	42½	34¾	10½	2825	
LATHROP											
Standard.....	30	5½x6½	3	463	660	60	25	22	10	1450	
Standard.....	40	5½x6½	4	618	710	66	25	22	10	1750	
LH-4.....	38	3½x4	4	133	2200	34	21	14	6	440	
LH-Master.....	70	4x4½	4	214	2500	38	22	17	8	795	
LH-6.....	64	3¾x4¼	6	282	2200	47	22	17	8	2200	
LH-Atom.....	90	3¾x4¾	6	282	3000	47	22	17	8	876	
LH-DeLuxe.....	120	4x4¾	6	320	3000	47	22	17	8	-----	
LH-Super.....	132	4x4½	6	339	3200	47	22	17	8	-----	
125-Mystic.....	120	4¾x5½	6	585	1800	65	27	28	8	-----	
175-Mystic.....	175	5¾x6½	6	1013	1535	78	29	29	9	-----	
Engineers.....	60	5½x7	4	665	875	75	29	24	10	2100	
Engineers.....	75	6x7	4	792	915	75	29	24	10	2290	
Engineers.....	115	6x7	6	1188	1000	92	29	24	10	-----	
LAUSON											
RSM-826.....	2	2x1¾	1	5.9	3600	11¾	12	10	5¾	35	
TLM-826.....	3	2½x2½	1	8.94	3600	12½	14	11	6	53	
PAM-826.....	5½	2½x2¾	1	17.85	3000	16½	16	13	5¾	87	
NORDBERG											
Bluefin.....	95	3½x4½	6	230	3200	45½	22½	14½	1½8½	710	
Arrow.....	95	3½x4½	6	230	3200	45½	22½	14½	8½	750	
Marlin.....	110	4x4½	6	320	2500	49½	22½	16	9	860	
Bullet.....	145	3½x6x4¾	6	3400	45½	22½	14½	8½	750	-----	
Knight.....	145	4x4½	6	340	3200	49½	22½	16	9	880	
OSCO											
425D* Sea Atom.....	25	2.62x3	4	65	3400	39	19	13	6.5	268	
440D* Tracker.....	40	3.18x3.75	4	120	3400	40	20	15	8.37	544	
460D* Je.-I.....	60	3½x3¾	4	134	3600	41	23	21	7	544	
695D** L.X.....	95	3¾x4.4	6	226	3200	58	28	20	8.5	630	
100D** Vs.....	100	3.18x3.75	8	239	3600	49	24	23	8	616	
6115D** Six.....	115	3.5x4	6	254	3200	58	28	20	8.5	635	
150D** Magnum V-8.....	3½x3¾	8	239	3600	49	27	23	8	653	-----	
175D** Magnum V-8.....	3½x3¾	8	239	5200	49	27	23	8	654	-----	
* Available with 2:1 reduction gears.											
** Available with 1.51:1, 2:1 and 3:1 reduction gears.											
PALMER											
BH.....	6	3x3½	1	26	2500	15	15	15	4¼	130	
HH.....	10	3x4	2	59	1600	33	19	17	5	300	
PH-45.....	48	3½x4	4	132.7	3000	46	19	13	7	450	
PH-75.....	80	3½x4½	6	230	3000	58	19	15	10	750	
PH-120.....	125	4x4½	6	320	3000	62	19	18	10	950	
RED WING											
KK.....	10	3¾x4¾	2	105	1000	35	16	16	6	400	
Meteor.....	18	2½x3½	4	61	2800	28	12	12	6	265	
Arrowhead Jr.....	40	3½x4	4	133	3000	35	16	16	8	500	
B.....	40	4½x5	4	318	1400	54	16	20	7	845	
Arrowhead.....	45	3¾x4½	4	186	2400	41	16	9	8	600	
Hiawatha Special.....	90	4x4½	6	320	3000	54	17	18	9	950	
140-GK.....	140	4½x5½	6	525	2000	72	24	30	12	1900	

Model Name or Number	H.P.	Bore Stroke	Piston Cyl. Displ. Cu. In.	Max. R.P.M.	Inches					Weight
					Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
SCRIPPS										
30	50	3 1/4 x 4	4	134	3200	33	22	14	8	367
4-60	60	3 1/4 x 4	4	134	3100	33	22	14	8	367
6-95	95	3 1/16 x 4 1/4	6	230	3000	41	22	16	8	584
Mercury	100	3 1/16 x 3 1/4	V8	239	3600	43	22	23	9	794
100	110	4 x 4 1/4	6	320	3000	47	22	18	10	849
6-339	140	4 x 4 1/4	6	339	3200	47	22	18	10	895
6-110	110	3 1/16 x 4 1/4	6	236	3600	41	22	16	8	584
6-130	130	4 x 4 1/4	6	320	3200	47	22	18	10	849
6-145	145	4 x 4 1/4	6	329	3200	47	22	18	10	890
6-158	158	4 x 4 1/4	6	339	3400	47	22	18	10	890
150	185	4 1/4 x 5 1/4	6	447	3000	57	24	23	9	1037
160	175	4 1/2 x 3 3/4	6	548	2400	66	15 1/2	21 1/2	10	1325
170	200	4 1/4 x 5 1/4	6	611	2400	66	15 1/2	21 1/2	10	1325
200	225	5 5/8 x 6	6	678	2400	66	15 1/2	21 1/2	10	1325
300	350	4 1/4 x 5 1/4	V12	894	2600	59	25	22 1/2	10	1600
STAR										
Emperor 4-15	25	2 5/8 x 3	4	65	3800	32	21	13	8	260
Emperor 4-40	40	3 1/4 x 4	4	133	2400	38	21	14	8	440
Emperor 4-50	55	3 1/4 x 4	4	133	3200	38	21	14	9	440
Emperor 6-70	70	3 5/8 x 4 1/4	6	221	2600	44	26	15	10	675
Emperor 6-90	90	3 5/8 x 4 1/4	6	221	3500	44	26	15	10	675
Emperor V8-100	100	3 1/16 x 3 3/4	8	239	3600	46	24	24	8	645
Emperor 6-95	95	4 x 4 1/4	6	320	2600	50	26	17	10	855
Emperor 6-125	125	4 x 4 1/4	6	320	3200	50	26	17	10	855
Emperor V8-160	160	3 1/16 x 3 3/8	8	331	3800	45	35	24	9	750
UNIVERSAL										
WM	8	4 5/8 x 4 1/2	1	67.6	1200	19	13 1/2	18	6	220
WMG	8	4 5/8 x 4 1/2	1	67.6	1200	28	16	18	6	285
Twin AFT	12	3 x 3 1/2	2	49.5	2200	27	20	16	7	344
Twin AFLT	12	3 x 3 1/2	2	49.5	2200	28	20	16	7	365
UJ	25	2 1/16 x 3 1/2	4	64.46	3500	27	17	13	6	314
UJM	25	2 9/16 x 3 1/2	4	64.46	3500	27	17	13	6	286
UJR	25	2 9/16 x 3 1/2	4	64.46	2500	32	17	13	6	342
UJMR	25	2 9/16 x 3 1/2	4	64.46	3500	32	17	13	6	314
BN*	25	2 5/8 x 4	4	95	2500	35	17	15	7	415
BNM*	25	2 5/8 x 4	4	95	2500	34	17	15	7	372
BNR*	25	2 5/8 x 4	4	95	2500	42	17	15	8	515
BNMR*	25	2 5/8 x 4	4	95	2500	41	17	15	8	482
BFA	45	3 x 3 1/2	4	99	3800	35	21	16	7	439
BFAM	45	3 x 3 1/2	4	99	3200	35	21	16	7	397
BFAR	45	3 x 3 1/2	4	99	3800	43	21	16	8	519
BFAMR	45	3 x 3 1/2	4	99	3800	43	21	16	8	467
LSG	50	3 1/4 x 4 1/2	4	149.3	3000	40	19	17	8	572
LSGM	50	3 1/4 x 4 1/2	4	149.3	3000	40	19	17	8	545
LSGR	50	3 1/4 x 4 1/2	4	149.3	3000	47	19	17	8	655
LSGMR	50	3 1/4 x 4 1/2	4	149.3	3000	47	19	17	8	618
Racer BR	75	3 1/16 x 3 1/2	4	129.93	4500	38	20	21	6	372
AMS	60	3 x 3 1/2	6	149.5	3500	44	21	16	8	577
AMSR	60	3 x 3 1/2	6	148.5	3500	51	21	16	8	645
HCS	90	3 1/2 x 4 1/2	6	260	3000	50	20	18	9	841
HCSR	90	3 1/2 x 4 1/2	6	260	3000	61	20	18	9	973
LHS	110	3 1/2 x 4 1/2	6	260	3400	50	20	18	9	888
LUSR	110	3 1/2 x 4 1/2	6	260	3400	61	20	18	9	995
Z Super-S'x Com.	145	4 x 4 1/2	6	340	3200	45%	27 1/2	17 1/2	9 1/2	890
ZS Super-Six Stevedore	130	4 x 4 1/2	6	340	2800	45%	22 1/2	17 1/2	9 1/2	890

*Above models available for operation on fuel oil or kerosene

WISCONSIN

ABM	4	2 1/4 x 2 3/4	1	13.5	2800	14	12	14	5	105
AKM	5.4	2 7/8 x 2 3/4	1	17.8	2800	14	12	14	5	105
AEM	6.5	3 x 3 1/4	1	23	2800	15	16	16	6	155
TFM	13	3 1/4 x 3 1/4	2	53.9	2400	29	22	25	7	260

WALTER QUALITY EQUIPMENT

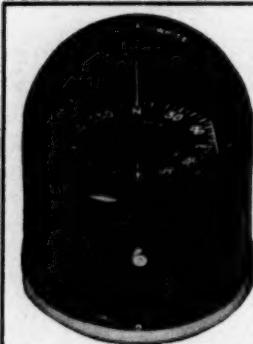
Heavy Duty Independent Reduction Gears and Transfer Drives

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IN ALL PORTS

G. WALTER MACHINE CO.

84 Cambridge Ave., Jersey City 7, N.J.

All Ratios . . . Complete Size Range
CLEAN-FLO Patented FRESH WATER COOLERS
For All Gasoline and Diesel Engines
PROPELLER PULLERS
Literature on Request



K-W CONSTELLATION* EXPRESS

- America's favorite for power cruisers.
- Features a 5" Constellation Compass.
- Adjustable light shield.
- Built-in corrector system.
- Easily removable for taking bearings or stowage.
- Top performance and utility.
- Available at your local dealers.

*The K-W Spherical with Gimbal Ring Inside.

Write for Catalog

Manufactured by

WILFRID O. WHITE & SONS, INC.

(formerly Kelvin-White Company)

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Old Salem Yacht White — Shipendoc Paint — Pettit Yacht Copper Paint

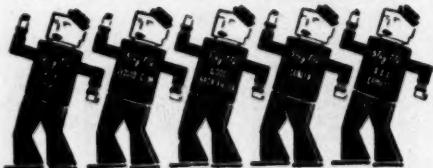


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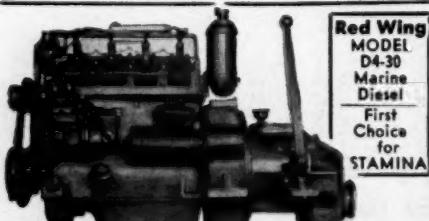


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For Boats of All Types. Long-lasting. Economical. Waterproof. Easily applied. Favorites among boat owners and builders for over a generation.

Dealers! Write for nearest jobber's name.

STAY-TITE PRODUCTS CO.
Dept. 10, 3107 Detroit Ave. Cleveland 13, Ohio



FIRST CHOICE of Canadian Navy for 27 "Sea Skiff" Patrol Boats! The D4-30 is available in direct drive or with 2 to 1 or 3 to 1 reduction. Also in twin screw opposite rotating pairs.

Write for Complete Specifications . . . TODAY!
RED WING MOTOR CO., RED WING, MINN.



Retard—Prevent
PROPELLER and SHAFT
CORROSION
Caused by
ELECTROLYSIS

Install a **GODFREY**
Split CORROSION COLLAR

Diverts electrolytic action, prolongs life of propeller and shaft which need not be removed for installation of

split zinc - and - bronze collar. Collar sizes for shafts $\frac{1}{2}$ " to 6" diameter. Ask your dealer or write us for free folder.

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PUMPS ALL TYPES AND SIZES FOR ALL PURPOSES

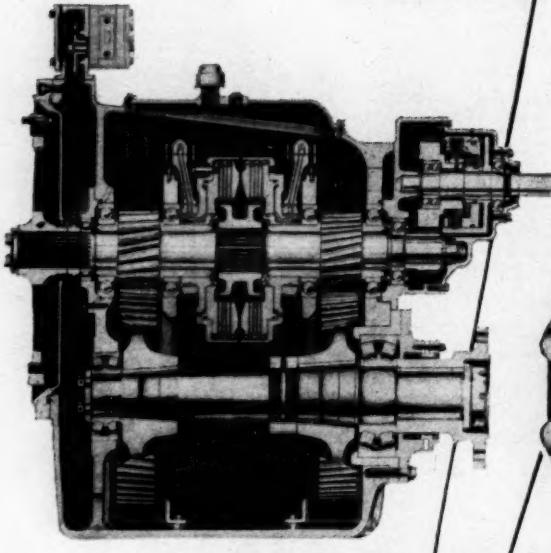
OVER 100 MODELS
BELT DRIVEN, ELECTRIC MOTORIZED & GASOLINE ENGINE MODELS

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OUTBOARD ENGINES - 1952

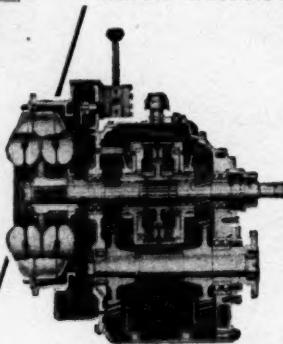
Specifications

Model Name or Number	H.P.	Bore Stroke	Piston Cyl. Displ. Cu. In.	Max. R.P.M.	Inches				Weight
					Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft	
CHAMPION									
1L	4.2	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	1	5.84	4300	...	...	...	37
2K	4.2	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	1	5.84	4300	...	...	...	39
4L	8.5	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	2	12.41	4200	...	...	...	51
2L-HD	4.2	2x1 $\frac{1}{4}$	1	5.84	4300	...	...	...	40
4L-HD	8.5	1 $\frac{1}{4}$ x1 $\frac{1}{4}$	2	12.41	4200	...	...	...	52
4L-S-1X	8.5	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	2	12.41	4200	...	...	...	50
CHRIS CRAFT									
J	5.5	2x1 $\frac{1}{2}$	2	9.42	4000	...	...	...	46
K	10	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	19.94	4000	...	...	...	63
CORSAIR									
2725	5.0	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	7.48	4200	...	...	...	47
2325	7.5	2x1 $\frac{1}{2}$	2	11.0	4200	...	...	...	54
2825	10.0	2 $\frac{1}{2}$ x2	2	14.19	4200	...	...	...	61
EVINRUDE									
Lightwin	3.0	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	5.27	4000	...	...	...	29
Fleetwin	7.5	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	12.4	4000	...	...	...	49
Fastwin	14	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	19.94	4000	...	...	...	58
Speeditwin	22.5	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	30	4000	...	...	...	115
Bigtwin	25	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	35.7	4000	...	...	...	85
JOHNSON									
Sea Horse 3	2.5	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	5.27	4000	37	10	...	29
Sea Horse 5	5.0	2x1 $\frac{1}{2}$	2	8.84	4000	40	11	...	44
Sea Horse 10	10.0	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	16.6	4000	43	11	...	58
Sea Horse 25	25	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	35.7	4000	46	12	...	85
LAUSON									
S-351	3	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	1	6.65	4000	...	...	...	44
T-651	6	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	13.30	4000	...	...	...	57
T-651R	6	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	13.30	4000	...	...	...	65
MARTIN									
20	2.33	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	1	2.88	4800	36	9	8	30
45 Twist Shift	4.5	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	5.76	4800	37	9	9	36
75 Twist Shift	7.5	2x1 $\frac{1}{2}$	2	11.00	4800	39	10	11	44
100	10.0	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	13.15	4800	40	12	11	56
MERCURY									
KF3 Comet	3.5	2x1 $\frac{1}{2}$	1	5.5	...	...	...	...	38
KF5 Super 5	5	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	7.2	...	...	...	...	40
KE4 Rocket	7 $\frac{1}{2}$	2x1 $\frac{1}{2}$	2	11.2	...	...	...	...	54
KG4 Rocket Hurricane	7 $\frac{1}{2}$	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	14.89	...	...	...	...	57
KH7 Cruiser	10	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	19.8	...	...	...	...	73
KG7 Super 10 Hurricane	10	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	19.8	...	...	...	...	63
KG9 Thunderbolt	25	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	4	39.6	...	...	...	...	122
SCOTT-ATWATER									
1-12 Non-shift	3.6	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	1	6.21	4000	...	...	...	39
1-16 Shift	5	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	2	6.21	4200	...	...	...	48
1-20 Shift	7.5	2x1 $\frac{1}{2}$	2	11.0	4000	...	...	...	58
1-25 Shift	10.0	2 $\frac{1}{2}$ x2	2	14.19	4200	...	...	...	64
1-30 Shift	16.0	2 $\frac{1}{2}$ x2 $\frac{1}{2}$	2	19.95	4200	...	...	...	88



Model MG-302**—New Rubber Block Drive Marine Gear, (150-275 hp.) Smaller size MG-175** designed for 85-185 hp.

Model MGH-220*—Twin Disc's new Hydraulic Coupling Marine Gears in 80-205 hp. class; new MGH-340* in 150-340 hp. class.



For every Marine Requirement

Twin Disc offers both Hydraulic Coupling and mechanical drive Marine Gears in a full range of sizes for boats up to 350 hp.

With Twin Disc's Hydraulic Coupling Gears, Models MGH-220 (illustrated) and MGH-340, all mechanical connection between engine and gear train is eliminated. Engine and propeller shocks, strains, and torsional vibrations are absorbed through fluid transmission of power. The result: Reduced engine, gear and drive wear . . . longer operating life for your boat! And Twin Disc now offers another exclusive feature—optional slo-speed HYDRO-TROLL Drive—to improve battery charging and engine efficiency in sustained trolling or lazy cruising.

Models MG-175 and MG-302 (illustrated) Marine Gears are equipped with Twin Disc's time-proven rubber block drive. Tough, syn-

thetic-rubber caps soak up engine torsional vibration for quieter operation and extended gear life. In each of these units, hydraulic clutch actuation practically eliminates clutch wear.

Write now for data on the type and power range of your boat. Take advantage of 34 years of specialized experience—specify Twin Disc Gears (power take-offs, too!) for your boat.

CHECK THIS FULL RANGE OF SIZES

Based on continuous engine output rating

Model	HP. Capacity	Engine RPM
MG-61	40-110	900-2500
MG-165	105-175	1200-2000
MG-200	90-225	600-1500
MG-201	120-180	600-1000
MG-175**	85-185	900-2100
MGH-220*	80-205	1200-2100
MG-302**	150-275	600-1500
MGH-340*	150-340	700-1500

*Hydraulic coupling gears can be equipped with HYDRO-TROLL variable-fill coupling to multiply reduction for slo-speed.

**With rubber block drive.



TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

DIESEL MARINE ENGINES-1952

Specifications

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Diapl. Cu. Ins.	Max. R.P.M.	Length Overall	Max. Width	Inches			Weight
								Height Above Shaft	Depth Below Shaft		
BUDA											
2-BDMR-77 Pl. Boat.....	17	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	2	77	2000	38	26	23	10	720	
2-BDMR-77 Wk. Boat.....	16	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	2	77	2000	38	26	23	10	720	
4-BDMR-153 Pl. Boat.....	40	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	4	153	2400	46	26	23	10	925	
4-BDMR-153 Wk. Boat.....	32	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	4	153	2000	46	26	23	10	925	
6-BDMR-230 Pl. Boat.....	60	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	6	230	2400	56	26	23	11	1250	
6-BDMR-230 Wk. Boat.....	48	3 $\frac{1}{16}$ x4 $\frac{1}{8}$	6	230	2000	56	26	23	11	1250	
6-BDMR-273 Pl. Boat.....	71	3 $\frac{1}{4}$ x4 $\frac{1}{8}$	6	273	2400	56	26	23	11	1300	
6-BDMR-273 Wk. Boat.....	57	3 $\frac{1}{4}$ x4 $\frac{1}{8}$	6	273	2000	56	26	23	11	1300	
6-DTMR-317 Pl. Boat.....	88	3 $\frac{1}{8}$ x5 $\frac{1}{8}$	6	317	2200	66	29	32	13	1795	
6-DTMR-317 Wk. Boat.....	72	3 $\frac{1}{8}$ x5 $\frac{1}{8}$	6	317	2000	66	29	32	13	1795	
6-DTMR-468 Pl. Boat.....	114	4 $\frac{1}{4}$ x5 $\frac{1}{8}$	6	468	2000	72	29	34	14	2140	
6-DTMR-468 Wk. Boat.....	96	4 $\frac{1}{4}$ x5 $\frac{1}{8}$	6	468	2000	72	29	34	14	2140	
6-DAMR-844 Pl. Boat.....	215	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	6	844	2000	77	32	31	12	3699	
6-DAMR-844 Wk. Boat.....	165	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	6	844	1800	77	32	31	12	3699	
6-DASMR-844 Pl. Boat.....	280	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	6	844	2000	77	32	31	12	4100	
6-DASMR-844 Wk. Boat.....	196	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	6	844	1800	77	32	31	12	4100	
8-DAMR-1125 Pl. Boat.....	243	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	8	1125	2000	101	36	30	15	4500	
8-DAMR-1125 Wk. Boat.....	191	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	8	1125	1600	101	36	30	15	4500	
8-DASMR-1125 Pl. Boat.....	310	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	8	1125	2000	101	39	30	15	4680	
8-DASMR-1125 Wk. Boat.....	220	5 $\frac{1}{4}$ x6 $\frac{1}{2}$	8	1125	2000	101	39	30	15	4680	
6-DCMR-1879 Pl. Boat.....	254	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	6	1879	1200	112	40	47	15	8350	
6-DCMR-1879 Wk. Boat.....	196	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	6	1879	1000	112	40	47	15	8350	
6-DCSMR-1879 Pl. Boat.....	292	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	6	1879	1200	112	48	47	15	8850	
6-DCSMR-1879 Wk. Boat.....	232	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	6	1879	1000	112	48	47	15	8850	
8-DCMR-2505 Pl. Boat.....	347	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	8	2505	1300	133	48	47	19	10650	
8-DCMR-2505 Wk. Boat.....	278	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	8	2505	1100	133	48	47	19	10650	
8-DCSMR-2505 Pl. Boat.....	455	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	8	2505	1300	136	50	47	19	11350	
8-DCSMR-2505 Wk. Boat.....	368	6 $\frac{1}{4}$ x8 $\frac{3}{4}$	8	2505	1100	136	50	47	19	11350	

CATERPILLAR

D397	400	5 $\frac{1}{4}$ x8	V12	2493	1200	148	49	65	12	14000
D386	320	5 $\frac{1}{4}$ x8	V12	2493	1200	148	49	60	12	13770
D375	270	5 $\frac{1}{4}$ x8	V8	1662	1200	116	49	65	9	11450
D364	215	5 $\frac{1}{4}$ x8	V8	1662	1200	116	49	60	9	11270
D17000	150	5 $\frac{1}{4}$ x8	V8	1662	1000	113	50	55	10	9539
D13000	120	5 $\frac{1}{4}$ x8	6	1246	1000	12 ¹ ₂	41	5 $\frac{1}{4}$	7	7450
D377	170	5 $\frac{1}{4}$ x6	...	743	1600	101	32	39 $\frac{3}{4}$	13 $\frac{3}{4}$	4650
D8800	82	5 $\frac{1}{4}$ x8	4	831	1000	91	45	51	7	5590
D318	80	4 $\frac{1}{2}$ x5 $\frac{1}{2}$	6	525	1600	86	30	44	8	3650
D315	53	4 $\frac{1}{2}$ x5 $\frac{1}{2}$	4	350	1600	70	30	42	6	2960
D311	38	4x5	4	252	1600	65	31	37	5	2500

NOTE: Weight and dimensions are for standard marine engine equipment with 3.00 approx. ratio reverse and reduction gear.

COOPER-BESSEMER

FV-6-MG	360	9x10 $\frac{1}{2}$	6	.....	900	171	70	57	34	20100
FV-8-MG	485	9x10 $\frac{1}{2}$	8	.....	900	186	70	57	34	26950
FV-12-MG	728	9x10 $\frac{1}{2}$	12	.....	900	220	70	57	34	36750
FV-16-MG	970	9x10 $\frac{1}{2}$	16	.....	900	262	70	57	34	46600
FV-6-MGT	533	9x10 $\frac{1}{2}$	6	.....	900	171	70	61	34	24850
FV-8-MGT	718	9x10 $\frac{1}{2}$	8	.....	900	186	70	61	34	30450
FV-12-MGT	1065	9x10 $\frac{1}{2}$	12	.....	900	255	72	61	34	45750
FV-16-MGT	1440	9x10 $\frac{1}{2}$	16	.....	900	303	72	61	34	53300
GS-6-DR	600	10 $\frac{1}{2}$ x13 $\frac{1}{2}$	6	.....	750	175	57	67	22	27000
GS-6-DRT	800	10 $\frac{1}{2}$ x13 $\frac{1}{2}$	6	.....	750	178	57	67	22	27750
GS-8-DR	800	10 $\frac{1}{2}$ x13 $\frac{1}{2}$	8	.....	750	208	57	67	22	33000
GS-8-DRT	1060	10 $\frac{1}{2}$ x13 $\frac{1}{2}$	8	.....	750	210	57	67	22	34000
JS-6-DR	745	13x16	6	.....	514	177	54	79	26	43000
JS-6-DRT	995	13x16	6	.....	514	177	72	79	26	44000
JS-8-DR	995	13x16	8	.....	514	216	54	79	26	51000
JS-8-DRT	1320	13x16	8	.....	514	216	72	79	26	52000
LS-6-DR	1020	15 $\frac{1}{2}$ x22	6	.....	360	239	78	120	29	85000
LS-6-DRT	1355	15 $\frac{1}{2}$ x22	8	.....	360	287	78	120	29	103000
LS-8-DRT	1810	15 $\frac{1}{2}$ x22	8	.....	360	239	80	120	29	86000
LS-12-DR	1850	15 $\frac{1}{2}$ x22	12	.....	327	243	132	117	39	161000
LSV-12-DRT	2700	15 $\frac{1}{2}$ x22	12	.....	327	263	132	117	39	164000
LSV-16-DR	2640	15 $\frac{1}{2}$ x22	16	.....	327	298	132	117	39	194000
LSV-16-DRT	3600	15 $\frac{1}{2}$ x22	16	.....	327	341	132	117	39	199000

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Displ. Cu. Ins.	Max. R.P.M.	Inches					Weight
				Length Overall		Max. Width	Height Above Shaft	Depth Below Shaft			
CLEVELAND — G. M.											
3-268A	—	6½x7	3	696.8	1300	—	—	—	—	—	4500
4-268A	250	6½x7	4	929.1	1300	—	—	—	—	—	5400
6-268A	375	6½x7	6	1393.7	1300	—	—	—	—	—	6800
8-268A	500	6½x7	8	1858.3	1300	—	—	—	—	—	8400
6-278A	615	8¾x10½	6	3788.3	750	—	—	—	—	—	15000
8-278A	820	8¾x10½	8	5051.0	750	—	—	—	—	—	18000
12-278A	1230	8¾x10½	12	7576.6	750	—	—	—	—	—	24000
16-278A	1640	8¾x10½	16	10102.0	750	—	—	—	—	—	29500
CUMMINS											
AM-600	100	4x5	6	377	2200	47	29	29	10	1519	
HM-400	100	4½x6	4	448	1800	44	30	35	11	1720	
HRM-400	110	5¼x6	4	495	1800	44	30	35	11	1715	
HM-600	150	4½x6	6	672	1800	58	30	35	11	2490	
HRM-600	165	5¼x6	6	743	1800	58	30	35	12	2495	
HRMS-600	225	5¼x6	6	743	1800	60	32	36	12	2700	
NHM-600	200	5¼x6	6	743	2100	60	32	36	12	2625	
NHHM	200	5¼x6	6	743	2100	60	36	28	12	2625	
NHMS-600	275	5¼x6	6	743	2100	60	32	36	12	2955	
NHRMS-600	300	5¼x6	6	743	2100	60	32	36	12	2895	
NVHM-600	400	5½x6	12	1486	2100	73	41	37	21	4300	
NVHMS-600	550	5½x6	12	1486	2100	73	42	37	21	4550	
LM-600	250	7x10	6	2309	1000	95	46	44	15	9240	
LRM-600	300	7½x10	6	2477	1100	95	46	44	15	9240	
DETROIT — G. M.											
2-71 Pleasure Craft	54	4½x5	2	141.9	2000	51	30	30	6	1300	
2-71 Work Boat	47	4½x5	2	141.9	1800	51	30	30	6	1300	
3-71 Pleasure Craft	96	4½x5	3	212.8	2000	56	33	33	8	2020	
3-71 Work Boat	68	4½x5	3	212.8	1800	56	33	33	8	2020	
4-71 Pleasure Craft	129	4½x5	4	283.7	2000	62	33	33	8	2410	
4-71 Work Boat	92	4½x5	4	283.7	1800	62	33	33	8	2410	
6-71 Pleasure Craft	195	4½x5	6	425.6	2000	73	33	33	8	2645	
6-71 Work Boat	140	4½x5	6	425.6	1800	73	33	33	8	2645	
Twin-6 Pleasure Craft	390	4½x5	12	851.2	2000	80	55	38	16	6400	
Twin-6 Work Boat	280	4½x5	12	851.2	1800	80	55	38	16	6400	
Tandem Twin-6 Pl. Boat	390	4½x5	12	851.2	2000	129	37	42	15	7550	
Tandem Tw.-6 Wk. Boat	280	4½x5	12	851.2	1800	129	37	42	15	7550	
Quad-6 Pleasure Craft	780	4½x5	24	1702.4	2000	128	56	38	16	12800	
Quad-6 Work Boat	560	4½x5	24	1702.4	1800	128	56	38	16	12800	
6-110 Pleasure Craft	265	5x5.6	6	660	1800	99	35	40	8	4000	
6-110 Work Boat	190	5x5.6	6	660	1600	99	35	40	8	4000	
Pleasure Craft: Rated SHP; Work Boat: Continuous SHP. Weights and Dimensions vary with Gear Selected.											
ENTERPRISE											
DM-3	90	8x10	3	600	84	47	46	13	5000		
DM-13	110	8x10	3	756	84	47	46	13	5000		
DM-4	120	8x10	4	600	100	47	46	13	6500		
DM-14	150	8x10	4	750	100	47	46	13	6500		
DM-6	180	8x10	6	600	124	47	46	13	9000		
DM-16	225	8x10	6	750	124	47	46	13	9000		
DMM-36	350	8x10	6	750	124	47	46	13	11400		
DMX-6	345	10½x12	6	550	175	39	66⅔	16⅔	26000		
DMX-16	375	10½x12	6	600	175	39	66⅔	16⅔	26000		
DMX-36	520	10½x12	6	550	175	39	66⅔	16⅔	28000		
DMX-316	565	10½x12	6	600	175	39	66⅔	16⅔	28000		
DMG-6	465	12x15	6	450	175	46⅔	75⅓	18	34500		
DMG-16	615	12x15	6	600	193	46⅔	75⅓	18	34500		
DMG-36	695	12x15	6	450	193	46⅔	75⅓	18	36000		
DMG-316	925	12x15	6	600	193	46⅔	75⅓	18	36000		
DMG-8	615	12x15	8	450	193	46⅔	75⅓	18	45000		
DMG-18	820	12x15	8	600	227	46⅔	75⅓	18	45000		
DMG-38	925	12x15	8	450	227	46⅔	75⅓	18	47000		
DMG-318	1230	12x15	8	600	227	46⅔	75⅓	18	47000		
DMQ-6	795	16x20	6	327	272	60	98	26	79000		
DMQ-16	875	16x20	6	360	272	60	98	26	79000		
DMQ-36	1195	16x20	6	327	272	60	98	26	80000		
DMQ-316	1315	16x20	6	360	272	60	98	26	80000		
DMQ-8	1060	16x20	8	327	320	60	98	26	95000		
DMQ-18	1170	16x20	8	360	320	60	98	26	95000		
DMQ-38	1595	16x10	8	327	320	60	98	26	97000		
DMQ-318	1755	16x20	8	360	320	60	98	26	97000		

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Displ. Cu. Ins.	Max. R.P.M.	Inches					Weight
						Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
GRAY											
Four-D157	30	3 1/4 x 4 3/8	4	157	1800	49	21	26	5	1100	
Four-D260	50	3 1/4 x 5 1/2	4	260	1800	54	22	30	5	1400	
Six-D427	100	4 1/2 x 4 3/8	6	427	2200	64	22	26 3/4	9	1550	
Six-D572	135	4 1/4 x 5 1/2	6	572	2300	72-78	24	29	11	2700	
HALLETT											
AC1	5	3 1/2 x 3 1/2	1	34.8	2000	27	15	17	7	220	
D1A, DIM	8	3 1/2 x 4 1/4	1	50	1800	38	24	30	13	635	
D2, D2M	18	3 1/2 x 4 1/4	2	100	1800	41	23	24	8	895	
KERMATH											
2-008	8	4 1/4 x 4 1/2	2	127	800	37	26	21	10	900	
2-127	27	4 1/4 x 4 1/2	2	127	1800	37	26	21	10	940	
4-226	60	4 x 4 1/2	4	226	2600	48	24	23	10	1200	
6-298	75	3 3/4 x 4 1/2	6	298	2000	55	25	23	10	1350	
6-529	120	4 1/4 x 5 1/4	6	529	1800	62	28	27	11	2150	
6-935	187	5 1/4 x 6	6	935	1600	88	37	36	15	5000	
LATHROP											
D-50	50	5 1/4 x 7	4	665	800	75	30	31	10	3000	
D-60	60	5 1/4 x 7	4	665	900	75	30	31	10	3000	
D-80	80	5 1/4 x 7	6	998	800	96	30	31	10	4200	
D-90	90	5 1/4 x 7	6	998	900	96	30	31	10	4200	
D-100	100	5 1/4 x 7	6	998	1000	92	28	31	11	4000	
DH-200	187	5 1/4 x 6	6	935	1600	96	41	43	9	.....
LISTER-BLACKSTONE, INC.											
3-1	3.5	3 3/4 x 5 1/4	1	650	.....	.....	.....	.....	.....	750
5-1	6	4 1/2 x 5 1/2	1	650	.....	.....	.....	.....	.....	760
10-2	12	4 1/2 x 5 1/2	2	650	.....	.....	.....	.....	.....	1130
CD	8	4 1/2 x 4 3/4	1	1200	.....	.....	.....	.....	.....	980
CE	16	4 1/2 x 4 3/4	2	1200	.....	.....	.....	.....	.....	1380
9-1	9	4 1/2 x 5 1/2	1	1000	.....	.....	.....	.....	.....	1175
18-2	21	4 1/2 x 5 1/2	2	1200	.....	.....	.....	.....	.....	1625
27-3	30	4 1/2 x 5 1/2	3	1200	.....	.....	.....	.....	.....	2040
38-4	40	4 1/2 x 5 1/2	4	1200	.....	.....	.....	.....	.....	2275
616	63	4 1/2 x 5 1/2	6	1200	.....	.....	.....	.....	.....	3000
EV2	90	8 1/4 x 11 1/2	2	600	.....	.....	.....	.....	.....	9675
EV3	135	8 1/4 x 11 1/2	3	600	.....	.....	.....	.....	.....	10375
EV4	180	8 1/4 x 11 1/2	4	600	.....	.....	.....	.....	.....	10960
EV5	225	8 1/4 x 11 1/2	5	600	.....	.....	.....	.....	.....	14160
EV6	270	8 1/4 x 11 1/2	6	600	.....	.....	.....	.....	.....	15660
EV8	360	8 1/4 x 11 1/2	8	600	.....	.....	.....	.....	.....	18860
EVS4	240	8 1/4 x 11 1/2	4	600	.....	.....	.....	.....	.....	11260
EVS6	360	8 1/4 x 11 1/2	6	600	.....	.....	.....	.....	.....	15960
EVS8	480	8 1/4 x 11 1/2	8	600	.....	.....	.....	.....	.....	19360
A.S.1	8	4 1/4 x 4 1/4	1	1500	.....	.....	.....	.....	.....	540
A.S.2	20	4 1/4 x 4 1/4	2	1800	.....	.....	.....	.....	.....	725
MURPHY											
ME-90	90	5 1/4 x 6 1/2	4	675	1200	91	39	52	11	6500	
M100	100	5 1/4 x 6 1/2	4	675	1200	91	39	52	11	6650	
M110	110	6 x 6 1/2	4	735	1200	91	39	52	11	6685	
M115	115	5 1/4 x 6 1/2	4	675	1200	91	39	52	11	6830	
M125	125	6 x 6 1/2	4	735	1200	91	39	52	11	6860	
M135	135	5 1/4 x 6 1/2	6	927	1200	115	38	52	9	7990	
M145	145	5 1/2 x 6 1/2	6	927	1200	115	38	46	9	8255	
M150	150	5 1/4 x 6 1/2	6	1013	1200	115	38	52	9	8000	
M165	165	6 x 6 1/2	6	1103	1200	115	38	52	9	8000	
M170	170	5 1/4 x 6 1/2	6	1013	1200	115	38	46	9	8265	
M190	190	6 x 6 1/2	6	1103	1200	115	38	46	9	8265	
NATIONAL SUPPLY CO.											
35-4 Atlas	900	6 1/4 x 8 1/4	4	100	.....	.....	.....	.....	.....	.....
35-6 Atlas	900	6 1/2 x 8 1/4	6	150	.....	.....	.....	.....	.....	.....
35-X-6 Atlas	900	6 1/2 x 8 1/4	6	225	.....	.....	.....	.....	.....	.....
38-4 Atlas	450	8 x 10 1/2	4	85	.....	.....	.....	.....	.....	.....
40-6 Superior	600	8 1/2 x 10 1/2	6	215	.....	.....	.....	.....	.....	.....
40-8 Superior	600	8 1/2 x 10 1/2	8	290	.....	.....	.....	.....	.....	.....
40-X-6 Superior	600	8 1/2 x 10 1/2	6	325	.....	.....	.....	.....	.....	.....
40-X-8 Superior	600	8 1/2 x 10 1/2	8	435	.....	.....	.....	.....	.....	.....
45-4 Atlas	600	9 x 10 1/2	4	160	.....	.....	.....	.....	.....	.....
45-5 Atlas	600	9 x 10 1/2	5	200	.....	.....	.....	.....	.....	.....
45-6 Atlas	600	9 x 10 1/2	6	240	.....	.....	.....	.....	.....	.....
45-8 Atlas	600	9 x 10 1/2	8	320	.....	.....	.....	.....	.....	.....
45-X-6 Atlas	600	9 x 10 1/2	6	360	.....	.....	.....	.....	.....	.....

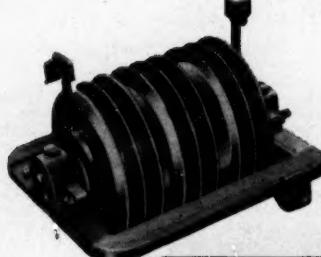
Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Displ. Cu. Ins.	Max. R.P.M.	Inches					Weight
						Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
NATIONAL SUPPLY CO. (continued)											
45-X-8 Atlas	600	9x10½	8	—	480	—	—	—	—	—	—
48-4 Atlas	325	9x12	4	—	110	—	—	—	—	—	—
55-6 Atlas	350	10½x13	6	—	250	—	—	—	—	—	—
58-6 Atlas	325	11½x15	6	—	320	—	—	—	—	—	—
60-6 Superior	400	12x15	6	—	410	—	—	—	—	—	—
60-8 Superior	400	12x15	8	—	550	—	—	—	—	—	—
60-X-6 Superior	400	12x15	6	—	615	—	—	—	—	—	—
60-X-8 Superior	400	12x15	8	—	825	—	—	—	—	—	—
65-6 Superior	500	12¾x15	6	—	580	—	—	—	—	—	—
65-8 Superior	500	12¾x15	8	—	775	—	—	—	—	—	—
65-X-6 Superior	500	12¾x15	6	—	940	—	—	—	—	—	—
65-X-8 Superior	500	12¾x15	8	—	1255	—	—	—	—	—	—
75-6 Atlas	325	13x16	6	—	425	—	—	—	—	—	—
75-X-6 Atlas	325	13x16	6	—	600	—	—	—	—	—	—
80-6 Superior	300	14½x20	6	—	600	—	—	—	—	—	—
80-8 Superior	300	14½x20	8	—	800	—	—	—	—	—	—
80-X-6 Superior	300	14½x20	6	—	900	—	—	—	—	—	—
80-X-8 Superior	300	14½x20	8	—	1200	—	—	—	—	—	—
85-6 Atlas	325	15x19	6	—	650	—	—	—	—	—	—
85-X-6 Atlas	325	15x19	8	—	1000	—	—	—	—	—	—
NORDBERG											
4FS1-CE	15	4½x5½	1	—	1800	50	65	41	—	1450	
4FS2-CE	30	4½x5½	2	—	1800	66	28	41	—	2400	
4FS-3	45	4½x5½	3	—	1800	—	—	—	—	—	—
FMD-96	320	9x11½	6	—	720	175	51	65	—	24000	
FMD-97	370	9x11½	7	—	720	189	51	65	—	26500	
FMD-98	425	9x11½	8	—	720	203	51	65	—	29100	
FMD-96-SC	480	9x11½	6	—	720	175	51	73	—	25000	
FMD-97-SC	565	9x11½	7	—	720	189	51	73	—	27500	
FMD-98-SC	640	9x11½	8	—	720	203	51	73	—	30000	
FMD-136	685	13x16½	6	—	514	216	64	34	—	47000	
FMD-137	800	13x16½	7	—	514	236	64	84	—	51500	
FMD-138	915	13x16½	8	—	514	256	64	84	—	56000	
FMD-136-SC	1030	13x16½	6	—	514	216	64	92	—	48000	
FMD-137-SC	1165	13x16½	7	—	514	236	64	92	—	52500	
FMD-138-SC	1370	13x16½	8	—	514	256	64	92	—	57000	
OSCO											
235D* Herc	35	4x4.5	2	113	2000	43½	27¾	26%	9.5	1027	
470TD* Herc	70	4x4.5	4	226	2600	46	28	25	11½	1385	
685TD* Herc	83	3.75x4.5	6	298	2600	56	28	25	12½	1423	
* Available in direct drive, 2:1 and 3:1 reduction gears.											
PALMER											
RND-1	9	4½x6	1	80	1000	32	25	28	13	900	
PM	140	4½x6	6	672	1800	79	28	35	12	3400	
P & H DIESEL											
287-CM	40	4½x5½	2	174	1400	32½	—	29	11½	1350	
387-CM	68	4½x5½	3	261	1400	42½	—	29	11½	1775	
487-CM	72	4½x5½	4	348	1400	45%	—	29	11½	2175	
687-CM	138	4½x5½	6	522	1400	62½	—	29	11½	2950	
RED WING											
D-30	30	3½x3¾	4	129	1800	42	23	20	10	600	
D-65	65	4½x4½	4	255	1900	50	24	25	10	1250	
140-HK	140	4½x4½	6	525	2000	72	24	30	12	1900	
D6-160	160	5½x6	6	779	1400	78	30	27	15	4000	
D6-200	200	6½x6½	6	1197	1300	88	33	32	15	5200	
REGAL											
DHB	30	4½x4½	2	127	1800	40	22	13	9	875	
SCRIPPS											
4-166	55	3½x4	4	166	3000	43	21	22¾	9	950	
7000	79	4½x4½	4	255	2600	47	22½	22	10	1195	
8500	84	4x4½	6	298	2600	54	22½	22	10	1382	
6-935	220	5½x6	6	935	2000	88	25¼	36	18	4700	

ALBINA

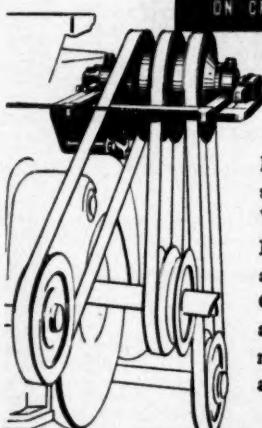
UTILITY POWER TAKE-OFF

Now in dependable service from coast to coast for over 13 years. Built to last for the life of your engine. Answers the utility problems of either work or pleasure boats.

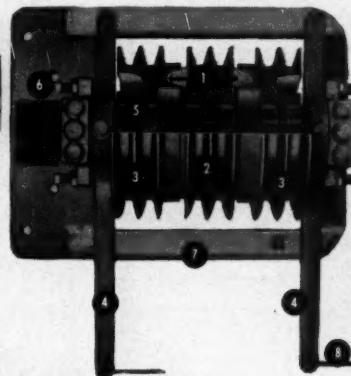
PUTS POWER
WHERE YOU
NEED IT!



OPERATED FROM V-BELT SHEAVE
ON CRANKCASE STUB SHAFT



Double Belt Model shown in cutaway. Wt. 35 lbs. • Single Belt Model as shown at left. Wt. 25 lbs. • Chain or lever operated. • Direct or remote control. Adaptable to any engine.



1. Cone clutches.
2. Pulley driven from engine crankshaft.
3. Clutch pulley (independently controlled).
4. Engaging levers
5. Sealed ball bearings (no lubrication necessary).
6. Adjusting screws.
7. Mounting frame.
8. Remote control cables to pilot house.

ALBINA ENGINE & MACHINE WKS.

3100 N. Albina Ave.

Portland, Oregon

Model Name or Number	H.P.	Bore Stroke	Cyl.	Piston Displ. Cu. In.	Max. H.P.M.	Inches					Weight
						Length Overall	Max. Width	Height Above Shaft	Depth Below Shaft		
SHEPPARD											
14C	544	3x4	1	28	2000	37	26	21	9	490	
7C	8	4x5	1	63	1800	37½	21	27½	10½	1100	
7F	9	4½x5	1	71	1800	51	21	27½	10½	1100	
13C	30	4x5	2	125.7	2000	44	24	27	11	1500	
13F	33	4½x5	2	141.9	2000	44	24	27	11	1500	
6C	45	4x5	3	188.5	2000	52	24	27	11	1865	
6F	50	4½x5	3	212.8	2000	52	24	27	11	1865	
12C	90	4x5	6	377	2000	71	25	30	13	2100	
12F	100	4½x5	6	425.6	2000	71	25	30	13	2100	
STAR											
Emperor 2D30	30	4½x4½	2	127	1800	42	25	21	10	865	
Emperor 4D75	70	4½x4½	4	255	2600	49	25	23	10	1150	
Emperor 6D85	85	3¾x4½	6	298	2600	56	27	24	10	1350	
Emperor 6D180	175	5x6	6	707	2100	77	32	32	14	3100	
Emperor 6D260	205	5½x6	6	935	2100	89	37	36	10	4500	
STERLING											
Viking MDB-4	90	5½x7	4	665	1200	70	28½	35	...	4000	
Viking MDB-6	170	5½x7	6	998	1500	87	28½	35	...	4700	
Viking MDB-8	230	5½x7	8	1330	1500	104	28½	35	...	5850	
Viking Marine 6	375	8x9	6	2714	1200	123	24½	44	...	8550	
Viking Marine 6½	940	8x9	6	2714	1500	134	40½	57	23	13000	
Viking Marine 8	1250	8x9	8	3619	1500	172	40½	57	13	17000	
*Turbocharged.											
UNION											
GA6	225	8½x11	6	3730	600	119	34	55	13	12500	
GA8	300	8½x11	8	4980	600	148	34	57	13	16000	
L6	300	10x14	6	6600	470	135	42	68	17	20000	
L6*	450	10x14	6	6600	470	135	42	68	17	21000	
L8	400	10x14	8	8800	470	171	42	68	17	26000	
L8*	600	10x14	8	8800	470	171	42	68	17	26500	
P6	500	12x15	6	10200	500	202	46½	74	19	36500	
P6*	775	12x15	6	10200	500	202	46½	74	19	38000	
P8	675	12x15	8	13600	500	243	46½	74	19	46000	
P8*	1000	12x15	8	13600	500	246	46½	74	19	48000	
V6	700	14x19	6	17500	400	185	57	92	22	53000	
V6*	1000	14x19	6	17500	400	185	57	92	22	54500	
V8	925	14x19	8	23300	400	239	57	92	22	70000	
V8*	1375	14x19	8	23300	400	239	57	92	22	72000	
Z6	750	16x20½	6	24750	300	203	62	101	24	80000	
Z6*	1125	16x20½	6	24750	300	203	62	101	24	81500	
Z8	1000	16x20½	8	23000	300	259	62	101	24	98000	
Z8*	1500	16x20½	8	33000	300	259	62	101	24	100000	
* Supercharged											
WASHINGTON											
3-125	90	9x12½	3	—	400	—	—	—	—	13500	
4-125	120	9x12½	4	—	400	—	—	—	—	14700	
5-125	150	9x12½	5	—	400	—	—	—	—	16500	
6-125	200	9x12½	6	—	450	—	—	—	—	18000	
8-125	270	9x12½	8	—	450	—	—	—	—	21000	
3-13	120	10½x13½	3	—	390	—	—	—	—	15000	
4-13	160	10½x13½	4	—	360	—	—	—	—	18500	
6-13	260	10½x13½	6	—	390	—	—	—	—	23000	
8-13	350	10½x13½	8	—	390	—	—	—	—	26500	
1-15	200	11½x15	4	—	327	—	—	—	—	27000	
6-15	330	11½x15	6	—	360	—	—	—	—	31500	
8-15	440	11½x15	8	—	360	—	—	—	—	40500	
6-160	400	12½x16	6	—	360	—	—	—	—	42000	
8-160	550	12½x16	8	—	360	—	—	—	—	53000	
6-18	500	14½x18	6	—	300	—	—	—	—	62500	
8-18	665	14½x18	8	—	300	—	—	—	—	80000	
6-20	640	16x20	6	—	277	—	—	—	—	82000	
8-20	850	16x20	8	—	277	—	—	—	—	105000	

Addresses of manufacturers of all marine engines listed in the Handbook are shown on following page.

MARINE ENGINE MANUFACTURERS

Gasoline - Diesel - Outboards

Arnolt Motor Division, Arnolt Corp.
Warsaw, Ind.

Buda Company
154th and Commercial, Harvey, Ill.

Caterpillar Tractor Co.
Peoria, Ill.

Champion Motors Co.
1433 Stinson Blvd., Minneapolis, Minn.

Chris-Craft Corporation
Algonac, Mich.

Chris-Craft Outboard Motors
Grand Rapids, Mich.

Chrysler Corp., Marine Engine Division
12200 E. Jefferson Ave., Detroit, Mich.

Cleveland Diesel Engine Division
General Motors Corp.
Cleveland, Ohio

Cooper-Bessemer Corp.
Mount Vernon, Ohio

Corsair Outboard Motor Co.
2700 Winter St., Minneapolis, Minn.

Cummins Engine Company, Inc.
Columbus, Ind.

Detroit Diesel Engine Division
General Motors Corp.
Detroit 28, Mich.

Enterprise Engine & Foundry Co.
2902 19th St., San Francisco 10, Calif.

Evinrude Motors
Milwaukee, Wis.

Fairbanks-Morse & Co.
600 S. Michigan Ave., Chicago 5, Ill.

Federal Marine Motors Co.
9011 Cottage Grove Ave., Chicago 19, Ill.

Flagship Engine Co.
Baltimore 22, Md.

Gershel, Arthur
51 Chambers St., New York 7, N. Y.

Gray Marine Motor Company
710 Canton Ave., Detroit 7, Mich.

Hallett Manufacturing Co.
1601 West Florence Ave., Inglewood, Calif.

Hall-Scott Motor Division of ACF-Brill
Motors Company
Berkeley, Calif.

Johnson Motors
Waukegan, Ill.

Kermath Manufacturing Co.
5878 Commonwealth Ave., Detroit 8, Mich.

The Kiekhaefer Corp. — (Mercury)
Fond du Lac, Wisc.

Lathrop Engine Co.
Mystic, Conn.

Lauson Company
New Holstein, Wis.

Lister-Blackstone, Inc.
420 Lexington Ave., New York 17, N. Y.

Martin Motors
Eau Claire, Wis.

Metal Products Corp. (Flambeau)
245 E. Keefe Ave., Milwaukee 12, Wis.

Mercury — See Kiekhaefer Corp.

Murphy Diesel Company
5324 W. Burnham, Milwaukee, Wis.

National Supply Company, Engine Division
Springfield, Ohio

Nordberg Manufacturing Company
3073 S. Chase Ave., Milwaukee 7, Wis.

Oesco Motors Corp.
3627 N. Lawrence St., Philadelphia 4, Penn.

P & H Diesel Engine Division
Harnischfeger Corp.
500 S. Main St., Crystal Lake, Ill.

Palmer Engine Co.
Cos Cob, Conn.

Red Wing Motor Company
Red Wing, Minn.

Regal Manufacturing Co.
Coldwater, Mich.

Scott-Atwater Mfg., Inc.
2901 East Hennepin Ave., Minneapolis, Minn.

Scripps Motor Co.
5817 Lincoln Ave., Detroit 8, Mich.

R. H. Sheppard Co., Inc.
Hanover, Pa.

Star Marine Engine Works
851-98th Ave., Oakland 3, Calif.

Sterling Engine Co.
1270 Niagara St., Buffalo 13, N. Y.

The Union Diesel Engine Company
2200 E. Seventh St., Oakland 6, Calif.

Vivian Diesel Engine Co.
1090-6th Ave., Vancouver, B.C.

Universal Motor Company
347 Universal Drive, Oshkosh, Wis.

Washington Iron Works
1500 6th Ave. South, Seattle 4, Wash.

Wisconsin Motor Corp.
1910 S. 53rd, Milwaukee, Wis.

H. C. HANSON
NAVAL ARCHITECT — ENGINEER
Phone ELiot 3549
102 Colman Ferry Terminal Seattle 4

EDWIN MONK
NAVAL ARCHITECT

Marina Mart 1500 Westlake North
Seattle 9 GARfield 7907

ARTHUR DE FEVER
Naval Architect • Marine Surveyor
Consultation Re-Conditioning Survey
Ship Design Inspection Appraisers
701 EAST HARBOR DRIVE, P.O. BOX 1049
SAN DIEGO 12, CALIFORNIA
PHONE NO.: F-9-2159

L. C. Norgaard & Associates
NAVAL ARCHITECTS
Marine Surveyors—Yacht and
Ship Brokers
Pier 5, Outer End San Francisco 11, Calif.
SUtter 1-7916

JOHN BRANDLMAYR
Naval Architect
Professional Engineer
Phone DExter 4948
2763 Telford Ave. South Burnaby
Vancouver, B. C.

W. C. NICKUM & SONS
NAVAL ARCHITECTS
and MARINE ENGINEERS
Eliot 4136
300 Polson Bldg. SEATTLE, 4, WASH.

WALTER C. HOWELL
NAVAL ARCHITECT
ENGINEER
Phone 4638 Wrang
Bellingham, Wash. Shipyard

L. S. Baier & Associates
MARINE DESIGNERS and ENGINEERS
PATENT OWNERS and LICENSERS
BAIER SYSTEM of Longitudinal
Framing
544 Mead Building ATwater 2445
Portland 4, Ore.

L. E. GEARY
NAVAL ARCHITECT and ENGINEER
Water Street at Mendocino
Long Beach 2, California
Phone 6-3281
Stability Calculations a Specialty

Frank E. Strickland
Naval Architect
NORTHLAKE MARINE WORKS, Inc.
929 Northlake Ave. Phone MElrose 0588
SEATTLE 3, WASH.

W. H. DOLE
NAVAL ARCHITECT
Astoria Marine Construction Company
Astoria, Oregon
Phone: Astoria 2170

ROBERT A. SMITH
Naval Architect—Marine Engineer
POWER and SAILING YACHTS
COMMERCIAL VESSELS
1825 N.E. Fremont St., Portland 12, Ore.
MUrdoch 3177

E. R. SIMMERER
★ NAVAL ARCHITECT
1651 ALA MOANA RD.
HONOLULU, T. H.

So. California Yacht Clubs

AMERICAN POWER BOAT ASSOCIATION

Region 12

522 Plaza Serena
Ontario, Calif.Marvin (Slim) Boettger
Chairman

BALBOA YACHT CLUB

P. O. Box 98

Balboa Island, California

Harry L. Blodgett...Commodore
Carl H. Hanna...Secretary

Boat Owner

Agilita...Wm. Rempel
Altamar...Malcolm and James Douglas

Amberjack...Mr. and Mrs. H. D. Bourgeois

Andale...G. L. Andrews

Annetta...Robert M. Wilson

Antiqua...Harold C. Ramser

Arlyne...L. D. Lansdale

Baby Doll...Morgan B. Cox, Jr.

Baby Grand...W. D. Schock

Bad News...Dean Moor

Balboa Dink No. 10.C. W. Mason

Barbara...T. G. Myers

Barotoco...W. A. Berls

Bee Gee...T. G. Myers

B-Hive...Peter V. H. Serrell

Birdie Bucket...Dan Elliott

Black Hawk...Mark Healey

Blue Chip...Eleanor Smith

Bobby M. II...Dr. G. A. Morrison

Bolero...B. Henderson

Branta...Dr. Donald W. Barber

Breakaheart...I. G. Beall

Bubbles...Leonard G. Troeller

Buccaneer...Lawrence B. Wheeler

Cabrito...Harold W. Caward

Challenge...Carl T. Long, Jr.

Challenge...Wm. Lapworth, Jr.

Chaser...Gary Brown

Chili Pepper...Robert J. Savage

Conquistador...W. G. Durant

Cricket...F. J. Stevenson

Cygnet...Judson C. Murphy

Dandy...E. B. Shade

Delphine...Mills B. Clapp

Dipsi...James D. Burke

Don Juan...Byron H. Farwell

Donnaly...Earl W. Stanley

Downbeat...William Hervey, Jr.

Eager Beaver...Dick Deaver

Eight Bells...Ralph L. Ross

Enchanter...Glenn B. Corson

Engage...John Thorne

Escapade No. 4...Daniel W. Elliott, Jr.

Escapade No. 20...Daniel W. Elliott, Jr.

Escape...Henry Adam Morse

Espinita...Hallett W. Thorne

Fetchit...John W. Potts

Fidgit...Carol Ann Jones

Fiji...Chas. W. Lewsadder

Fizz...Daniel W. Elliott, Jr.

Flattie No. 462...John F. Rhone

Flickertail...Benny Benjamin

Flying Cloud...Albert Sandberg

Folly II...Leslie R. Tarr

Foxy Too...James and Malcolm Douglas

Galaxy...Eric J. Weisberg

Gaylin...Dr. O. Gayle Suess

Ghost	Gayle Post	Jack Toon
Glenida II	Bernard Bell	Roland D. Reed
Goblin	J. S. Whyte	H. Blair Johnston
Gone With the Wind	Michael G. Baum	Pelican
Googles	Mark Healy	Paul Livadary
Gracious Me	Richard J. Stewart	Penguin No. 750
Green Dream	Peter Van Horne	Tony Torrance
	Serrell	Phyllis
Hardtack	Hubert Vanasek	Jerry Austin
Harmony	A. Dean White	Ping
Hei Yieu	Dr. R. R. Foresman, Jr.	Pin Up
		Mittler & Smith
Hi Jinks	Dr. E. L. Christensen	Poky-Dot
Hoboja	Dr. Howard D. Baker	Prefix
Hubba-Hubba	Carolyn Giddings	Prelude
Hussy	Joseph Kaltenbach	Donald B. Pederson
Hyd A Way III	Paul B. Young	Prowler
Idle Hour	Harold W. Mason	Thomas H. Crawford
Indifferent	Fred B. Hunie	Pweshus
Int. 14, No. 291	Chas. T. Amend	Dorrance McClure
Interlude	E. J. Carpenter	Rascal
Jack Tar	Milburn Harvey	Red Queen
Jupiter	Charles F. Dennison	Rejoice
Kagy	Clarence Waterman	Clyan H. Hall
Kama	Mary Greene	Rhapsody
Kay-T	Thomas E. Taylor	V. A. Lockabey
Kestrel	Clinton H. Smart	Roulette
Klunk	Paul C. Bode	E. L. Allen
Koala	S. J. Wilkinson	Ruth
Kriscendo	George H. Kriss	Saunciere
Lark	C. T. Long	Scandia
La Volpe	Charles A. Lamb	Scream
Leaky	C. B. Knickerbocker	Seaducer
Lecky	Richard P. Hamlin	Seafish
Lee	Preston B. Hotchkis	Seal
Leeway	Lee Hambrook	Sea Nymph
Lehman Dinghy No. 69	Saint	Sea Song
	Cicero	Seasprite
Leprechaun	Pat Dunigan	Shadow
Lightning No. 2279	Robert C. Harbison	Showboat
Lin-Ann II	Ralph Linhoff	Si.
Lollipop	Mickey Smith	George D. Griffith
Lone Wolf	Robert Welles	Sis
Lost Fortune	Carl H. Hanna	Warren E. Howland
Mahimahi	Gerald H. McFarlin	Skidoo
Makua	C. B. Knickerbocker	Slipstick
Mallard	R. A. Watson	Smiles
Malolo	Wm. J. Bangs	Snowbird No. 361
Mara	B. C. and Barney Huber	Ronald Birtcher
Marie	A. L. Gram	Snowbird No. 265
Maurine B II	Maurine B. Craig	Carol Eymann
Maurine B III	Alan P. C. Craig	Snowbird No. 270
Mercury	Henry Kearns	Marilyn Swift
Midahip	Converse V. Wurde	Snowbird No. 355
	mann	R. and P. Thompson
Minx	George T. Ruby	Soda Pop
Miss Behave	Byron H. Farwell	Stella Maris II
Miss Thoth	Paul H. Hamilton, Jr.	Thomas W. Nisbett
Mist	John A. Evans	Stiff
Mistress	Norman H. Lancaster	Dr. Samuel J. Alden
Moa	Jack Scholz	Stormy
Moderna	Clarence Fisher	Saint Cicero
Monona	Norman K. Lillis	Stormy Weather
Moon Glow	Fred H. Hermon	H. Morgan Noble
My Boat	Robert B. Griffes	Suchet-M.
Nepenthe	Bud Desenberg	Diane Alden
Night Mare	T. Garrett Harvey	Susan
No-B.	Noel Barlow	Richard Fenton
Noname	Keith Coplen	Suskind
Ocean Waif	Geo. E. Jones	Tag-a-Long
Our Maude	Chas. A. Wightman	Hobart W. Barnes
Pagan	H. M. Carqueville	Tangaroa
Paisano	Edwin L. Munsey	Tarie
Pam	Dolores Rodriguez	The Folly
Pamilin	Fred B. Smales	James Cagney
Pandora	Sam T. Hayward	The Squaw
Panoply	Charles R. Jamison	Harold P. Cass
		The Stiff
		Patricia Alden
Thursday	George J. Stewart	Thursday
Topaz	George C. Carrington	Topaz
Torqua	Charles C. Hamill	Twelite
Tweety-Pie	Steen Gantzel	Ernest W. Fields
Twilite	Ernest W. Fields	Two Spot
		H. G. Wilson
Vaiti	W. A. Thompson	Valliant
Vamos	Joseph A. Beck	Valiant
Vega II	Charles W. Wightman	William Oldenburg
Veloz II	Richard B. Deaver	Vamos
Vicious	Harold W. Caward	Venezia
Victoria	Eugene Griffes	Victory
Victory II	William R. Colbert III	Victory II
Wee Hope	Eugene A. Griffes	Wee Hope
Weed	George M. McRobert III	Westwind III
Whitcap	Arthur R. Brearley	Whitcap
Whisper	Anne Isbell	Whoops
		R. Peter Graham
Whitecap	J. Robert White	Wildwin
Whoops	Dan M. Brown	Williwaw
		George D. Griffith

Windsong.....Carlton Noyes Enfield
Windy.....Robert I. Higgins
Yellow Jacket Hallett W. Thorne
Yellow Peril.....Peter V. H. Serrell
Young'un.....Earl S. Young
Yvonne.....John G. Davidson
Zanita.....Zan Zak
Zest.....Edward Eisenbeiss
Zeta.....Charles F. Harper
Zombie.....Dick Johnson

BLYTHE BOAT CLUB

P. O. Box 204
Blythe, California
John C. Blaylock.....President
H. A. Coulson, Jr.....Secy.-Treas.
115 E. Hobson Way
Blythe, California

BLUE WATER CRUISING CLUB

4208 W. 64th St.
Inglewood 3, California

Less Congdon.....Commodore
Paul Huffman.....Secretary
Boat Owner
Acorn.....Steever Olden
Atlas.....C. G. Martin
Dixie Belle.....H. Swift
Eos.....N. Schwartz
Faith.....L. Baldwin
Gillpie.....William Hudson
Hurulu.....Carney Emmett
Imp.....Willard H. Tracy
Island Belle.....Leo Robbins
Island Bird II.....William W. Foster
Island Melody.....Bob Johnson
Kaiuua.....Lester L. Congdon
Kai Nui.....Edward Johnson
Kelpie.....J. Morrison
Lusty.....B. Joyce
Makal.....Wayne Hughes
Mariachi.....J. M. Townsend
Martha.....Raymond Cadwell
Meridian.....L. Tolhurst
Morning Star.....Ralph Dean
Naiad.....P. Cole
Nixie.....Paul H. Huffman
NoeMar.....B. Saakes
Novia.....L. Gregg
Pimu.....R. Ament
Pixie.....P. Godfrey
Rampant.....Shelley Tolhurst
Resolute.....E. Fabian
Rocking Chair II.....Willis Boyd
Sanderling.....Charles Pressey
Sea Gypsy.....Ralph Lingenberg
Serai.....Gerner Petersen
Spray.....C. Kokanour
Thelma.....G. Geiger
Timi.....Leonard Bellman
Tropic Bird.....Leo Miner
Typhoon.....William Aitken
White Wings.....Kalyjian
Willoubill.....Wilmar Hudson
Zaca.....J. Sarby

CABRILLO BEACH YACHT CLUB

Foot of Miner St.
San Pedro, California
E. J. Schibler.....Commodore
Frank H. Watson.....Secretary
P. O. Box 205
Ocean Park Station
Santa Monica, Calif.

CATALINA ISLAND YACHT CLUB

Box 115, Avalon,
Santa Catalina Island, Calif.
Ed Harrison.....Commodore
980 Hampton Road
Arcadia, Calif.

POWER BOATS

Amaroo II.....Bo Christian Roos
AWOL.....Hale H. Young
Ballerina.....Jack Herley
Bevo.....Meredith G. Beaver
Billedick IV.....Wm. C. Warmington

Bob-O-Lette.....Ted B. Rathbun
Bye George.....Ernest N. George
Caramba II.....Chas. O. Wright
Caribou III.....Dell G. Taylor
Caroline II.....George Nichols
Caronia.....George L. Machris
Cassmur.....George R. Murdoch
Cavella II.....Andrew G. Hickox
Channel Isle II.....Clyde C. Shaver
Cherokee vv.....Whyte Womack
Christina II.....B. O. Larsen
Cleito.....Milton L. Cashy
Clearine I.....Less M. Lockhart
Dede-Peter.....P. A. Kugis

Denali.....Lyman H. Farwell
Dolly.....Chas. M. Weinberg
Dor El.....Ellis J. Arkush
Dorsal.....Clay McConnell
Dream.....Harold H. Gartner, Sr.
EIA.....Stewart Phillips
El Com-A-Dee II.....Arthur Hamberger
El Mayo.....N. J. May
El Mayo Jr.....M. J. May
Emriel.....Fred C. Cromer
Encanto.....Cyril W. Welch
Fairplay.....Howard M. Moore
Fishermess.....Thos. M. Ince, Jr.
Gannet.....William H. Kirby
Gil Bar III.....Gilbert Barberis
Girl Friend III.....Lazard Lippman
Gosling.....Ellis H. Arkush
Grace E.....Jack Cairns
Helen.....A. A., G. T. and
A. A. Frost, Jr.

HI C.....Dr. Ashley Manning
Idol Ours.....Mrs. W. H. Mead
A. A. Frost, Jr.
Jimlyn II.....J. W. Harrison
Jobina-R.....Tanner Motor Tours
Kickapoo.....Eugene H. Rosenthal
Killecrankie III.....Kelman Electric & Mfg. Co.
K'Thanga.....Don K. Washburn
Lady Luck.....Wm. G. Newell
La Jota.....Calvin J. Smith
Lazy K.....Martin Krakeur
Lazy Lou.....E. C. Bechler
Lingeha.....George T. Pfeifer
Little Denali.....Lyman H. Farwell
Little Reimroc.....Leonard Cormier
Loretta.....Victor Roddick
Marian Y II.....Peter H. Young
Maurine I.....O. F. Collinge
Marvic.....Wm. W. Taylor
Mary F.....Geo. C. Fortner
Merry-Jean II.....J. Rob. Carmichael
Minx.....A. R. A. White

Miss Ann.....Hamlin W. Nerney
Moana Mele.....Wm. R. Hervey, Jr.
More Time Off.....Elmer L. Johnson
Myrna II.....Carl F. Johnson
No Excuse.....L. Ford Pierson
Observer.....W. G. Krieger
Palometa.....Mark A. Pierce
Pataskala.....A. M. Beaver
Paula III.....Norman C. Robinson
Phantom.....Richard R. Loynes

Playmate.....Bernard G. Kenne-
pohl
Playmate.....Milton Hesselberger
Queen Lolly Cristillo.....Spencer T.
Honig

Reimroc V.....Leonard L. Cormier
Rita-D II.....Don I. Dotson
Rob-N-Rick II.....Robert Ingold
Ron-D-Lei II.....Eugene Webb, Jr.
Runaway.....J. Lockwood Albright
and Neil Willis

Samoan.....R. L. Slaughter
Sea Cloud.....Ralph Hemphill
Sirena Mia.....Al Stuebing
Spinster.....Theo. C. Parker and
C. B. Lafferty

Sueno.....Ed. M. Harrison
Time Off.....Elmer L. Johnson
Tistab.....W. B. Buerkle
Tonic.....Magan Clinic
Traveler.....Ralph Lindanger
Tyko.....E. W. Foster Jr. and
Alice V. Foster
Vandal.....William L. Hopkins
Wandermore.....Gus A. Walker
Wasp.....Philip K. Wrigley
Westmind.....Arthur LeVanZerbe
Whirlaway.....Harold B. Walters
Willita.....Willard H. Thurston
Yebis.....George H. Rector

SAIL BOATS

Adastra.....Marcus M. Cory
Blondie.....Ed. M. Harrison
Clearine II.....Les. M. Lockhart
Destiny.....Barney V. Kemp
Eventide.....Stephen M. Newmark
Escapade II.....J. M. Leisen
L'Apache.....C. B. Brunson
Landfall II.....W. F. Holcomb
Lavengro.....Douglas R. Radford
Patricia.....Wm. A. Sumner
Pinta.....Dr. E. P. Chartres-Martin
Pursuit.....Milton H. Bren
Quest.....Leslie K. Gerkey
Romni.....Brooks Gifford and
W. K. Cuthbert
Sea Rover.....Hugh M. Angelman
Soliloquy.....Wesley D. Smith
Suju.....Richard B. Terkel
Tlare.....Eugene Overton
Vileehi.....Dana Andrews
Yucca.....W. D. Smith

CORONADO YACHT CLUB

P. O. Box 187
Coronado, Calif.

Carl J. Ackerman.....Commodore
Fred E. Hyde.....Secretary

Boat Owner
A Catamaran.....Dr. E. M. Hayes
Accomac.....Francis H. Grace
Addisonia.....Addison Brown
Adventurous.....W. K. Long
Alberta.....Walter Vestal
Auro.....L. L. Anderson
Amiga Mia.....Selden G. Hooper
Annette.....C. H. Soderby
Aries.....M. J. Goodbody
Athene.....Edward H. Depew
Avante.....Milton T. Holloway
Ay-Ay-Ay.....Frank Weisgerber
Ball Hal.....Vernon Peck, Jr.
Beachcomber.....Lloyd Gist
Bean Bag.....Frank Weisgerber
Benguet.....E. T. Ernst
Betty.....E. D. Wellington
Black Dolphin.....William Rumsey
Black Magic.....E. L. Anderson
Blue C.....H. W. Hughes
Blue Chips.....Howard Everett
Blue Fin.....William F. Clapham
Blue Skies.....Dr. J. C. Almy
Harding

Bonnie Lee II	H. L. Bonham
Boots	C. T. R. Fifield
Briney II	C. C. Fifield
Caria R.	James J. Ingram
Chips	M. S. Kraus
Chiquita	Robert Nlemeyer
Coronado	R. C. Herrmann
Cygnet	Capt. W. Capehart
Deep Water	Wm. R. Severance
Demarie II	H. C. Davis
Dorsal	Louis Levy
Ecstacy	Gene Bolin
Edris	George Watson
El Rojo	Ed A. Fossum
Enterprise II	W. H. Hermer III
Estan	T. Lewin
Eulalie	Geo. W. Kettenberg
Evening Star	Walter Maertins
Fiesta	Richard O. Driskill
Fifer	Mrs. Edward Lowe
Flyaway	Thomas J. Walker III
Fun Child	Glen A. Hartwell
Glamour Girl	Thomas J. Walker III
Glori B.	Cari J. Ackerman
Gordo	Leonard Storay
Grelon	George Seiler
G-Wiz	John Campbell
Gypsy	C. C. Woodworth
Halcyon II	R. L. Parker
Heather	L. S. Rowberry
Hekela	Mrs. John B. Guggisberg
Holiday	Edgar Turner
Honey Girl	Percy E. Burnham
Hyding	Fred E. Hyde
Indy	E. L. Sackett
Jada	Mrs. B. W. Belyea
Jade	William C. Pickford
Jane E.	Paul M. Rogers
Jas Bow	George Mardon
Jolly Roger	Earle B. Childs
Kaki-Kay	Theodore Fleming
Kathrine	William J. A. Hesketh
Kwajalein	Ben H. Wyatt
La Fletcha	Wm. LaPlante
Leilani	C. C. Woodworth
Len Rah	Ralph B. Strickland
Loa	Claire Prescott
Louella	Jack Lawrence
Luina	Thomas P. Hearne
Magic Carpet	E. H. Amos
Martha Jane	Ralph M. Like
Maxine	L. D. Latham
Mickey	Lawrence Barr
Midge-Y-B.	John Robertson
Mist	Adm. A. H. Gray
Monsoon	Donald H. Radcliffe
Muralyn	Chas. W. Amos
Mystic	Hal F. Cowley
Oh Johnnie	Dr. Enzo Pascarella
Pancho-Jib	Dr. Walter Rittenhouse
Paolilope	Paul Whittier
Peggy Lou	Lloyd T. Pillster
Perk Up	William Burnett
Pollux	William Moser
Premium	Henry Weston
Queen of Sheba	Virginia C. Roth
Resolute	Edison Fabian
Reverie	Hans Lenier
Rob-A-Re	Robert Norris
Roberta	William K. Elte
Rogue	Lawrence Guay
Sauci Sue	Maurice Hatch
Seakomer	Arliss Kent
Seafarer X	Frank Van Valkenburgh
Seral III	B. F. Langland, Jr.
Shellback R.	J. Carstarphen, Jr.
Six Bits	Theodore S. Harmon
Smokey	Arthur Todd
Spray	M. A. Orford
Stinky	B. V. McCune
Stormy	Herman Kobbe'
Storrela	P. W. Warren
Susan	Richard Fenton

**HOLLYWOOD YACHT
CLUB**

Los Angeles, Calif.

Larry W. McDowell, Commodore

151 Argonne Ave.

Long Beach 3, Calif.

Harold S. Davis.....Secretary

2567½ W. 11th St.

Los Angeles 6, California

SAIL BOATS

Zoe H. Zoom	A. K. Barbee Ray Chenhall	Boat	Owner
CORSAIR YACHT CLUB 2891 Pacific Ave. Long Beach, Calif.			
Don H. Smith	Commodore		
Lew F. Marsh	See'y-Treas.		
Boat	Owner		
Acorn	Stever Oidden		
Alikane	W. Ken Thornton		
Ampola	Arthur E. Rowland		
Atoll	F. J. Howe		
Bello Campo	F. E. Moore		
Carel	H. C. Austin		
Circe	A. Ken Eckernrode		
Clara	Russell E. Covington		
Clione	L. D. Sage		
Day Star	Edw. M. Drum		
Edma	A. V. Hamilton		
Encaanter	Glenn B. Corson		
Cashel	Norman W. Sonntag		
Chilli Pepper	Harold L. Ayres		
Chiquita	William A. Newman		
Colleen	Dr. Lyndon E. Taylor		
Emerald	Walter G. Skow		
Englynn	Carl Frantzen		
Francesca	Harold D. Leslie, Jr.		
Gallant Lady	George Wilkie Watson		
Gitana	Homer G. Huff		
Mona	Dr. R. Theodore Bergman		
Nepenthe	A. I. Peterson		
Nimbus	Dr. Lester C. Lowe		
Pactolus	Frank Butler		
Psychosis	Dr. Archie A. Steele		
Regina Maris	Robert G. Cowan		
Saga	Dr. F. F. Guerrieri		
Sea Witch	Dee Winchell		
Serial II	Gerner W. Petersen		
Song O' the Wind	Chas. S. Peck		
Super	Wright W. Gary, Jr.		
Villita II	Edgar H. Lyon		
Windward	Vernon A. Coleman		

POWER BOATS

Blue Streak	Harold G.	Ferguson
Bobby M II	Dr. George A.	Morrison
Caprice	Harold W.	Washburn
Celfred II	Fred F.	Furtach
Dick-A-Bob	F. C.	(Moon) Mullins
Du-So	Dr. Raymond D.	Post
Edna Lee	Harry Ashton	
El Flojo	Mel Alexander	
Fleetline	Frank R.	Elliott
Florence	Dr. Ellwood L.	Shultz
Gilbar II	Gilbert	Barberis
Ginny	W. E.	Nollenberger
Gotme II	Lynn H.	McClintock
Hillbilly	John M.	Earl
Hoaloaha	Don A.	Allison
Hope-So	Burt R.	Norton
Huntress	Robert	Fritch
Hypo	Dr. Lewater C.	Lowe
Ivanola II	Ivan M.	Wells
Kathleen	Thomas C.	Roden
La Afortunada	Charlie	Hopton
Lady Luck	Wm. G.	Newell
La Serena	Dean	Banks
Lazy K.	Martin M.	Krakeur
Lilith II	Thomas G.	Sibley
Little Angel	Dr. Alejandro	Wallace
Lotuava	Dr. William M.	Byers
Madcap	Hugh H.	Wallace
Margie H III	Ted S.	Hoover
Mariana	Byron D.	Osborne
Marquesa	M. G.	Carlton
Mita	M. O.	Harrison
Moana Mele	Wm.	Rhodes
	Hervey, Jr.	
Mofun	Jack K.	Trafton
Naushon	Dr. E. W.	Alberge
Nokomis	Sidney A.	Sanders
Pamlin III	Ed	Frazer
Phillippa M.	Palmer	Nicholls
Playmate	Bernard G.	Kennopohl
Rockalong	Thoi O.	Simonson
Seabee	Don	Banks

Sea Mate..... Harold S. Davis
 Sea Toy..... Ralph M. Warner
 Sedohr II..... Tom Rhodes
 Southern Breeze..... Howard W.
 Bishop
 Spinster..... Theo C. Parker
 Carlyle Thorpe
 Tak.....
 Terry Ann..... Bernard F. McDonald
 Three Winks..... Herbert Spencer
 Winkler
 T-Tell-Ah..... Elton C. Hallett
 Tumbleweed..... John J. Sale
 Veralee II..... Larry McDowell
 West-Ender..... Haviland G. Rogers
 Winita II..... Dr. Ray D. Walker

JONATHAN YACHT CLUB
Jonathan Club
545 So. Figueroa St.
Los Angeles 17, California
W. R. Farnsworth..... Commodore
Wesley D. Smith..... Sec'y-Treas.
1367 South Flower St.
Los Angeles 15, Calif.

Boat **Owner**
 Arene II..... Arthur D. Paxton
 Artist's Model..... John D. Roche
 At Last..... Ray H. Roemer
 A.W.O.L..... Hale H. Young
 Bayadere..... James H. Nicholson
 Bilou II..... Louis C. Breer
 Chiquita..... Victor P. Barton
 Clearine I..... L. M. Lockhart
 Clearine II..... L. M. Lockhart
 Cyvella..... Cyril W. Welch
 Dana Doy II..... H. L. Brittain
 Deleo..... Leo F. Schrumpf
 Dolphin..... Albert E. Hansen
 Donnie..... Don Lake
 Gannet..... W. H. Kirby
 Gilbar III..... Gilbert Barberis
 Gwyn Dee..... Carl Strom
 Hajay..... Jay F. Carlisle
 Hell-Port II..... Alex B. Todd
 Hyfrecator..... C. J. Birtcher
 Jan Kay..... John T. Stetson
 Janet Ann..... James R. Fleming
 Juwilla..... J. C. Axelson
 Kinikinik..... L. T. Kingsbaker
 Marie E..... Spencer T. Honig
 Mediey..... Dean S. Harrel
 Merry West.....
 Winds
 Mia Mia..... Richard A. Harris
 Millbar..... Don Hankey
 Robt. C. Welden
 Minx..... A. R. A. White
 Observer..... W. G. Krieger
 Patricia..... Oliver Pezel
 Patsy..... Victor B. Sayre
 Pursuit..... Stanley Doucette
 Rosie..... Lee A. Rose
 Shillelagh..... Wm. J. D. Lane
 Siesta..... E. F. Steen
 Soliloquy..... Wesley D. Smith
 Spook..... E. Ross Wright
 The dej II..... Ivan L. deJongh
 The Pipe Liner..... Joe E. Young
 Who Cares..... Angus W. Potter
 Wild Goose..... B. F. McDonald
 Winola..... W. R. Farnsworth

**LA JOLLA CORINTHIAN
 YACHT CLUB**

J. T. Lipe..... Commodore
Oswald G. Ekstrom..... Secretary
349 Gravilla St.
La Jolla, California

LA PLAYA YACHT CLUB
150 San Fernando St.
San Diego 6, California

Richmond W. Fuller..... Commodore
W. R. Goddard, Jr..... Secretary

Boat **Owner**
 Argo..... Dudley Hosea
 Aqua-Terra..... Walter E. Lyon
 Cathryn I..... A. W. Shanafelt
 Coqueta..... Malcolm Roberts
 Sea Que..... W. R. Goddard, Jr.
 Winky Dink..... David P. Marvin

**LOS ANGELES SPEEDBOAT
 ASSOCIATION, INC.**

Los Angeles, Calif.

Pep Hubbell..... Commodore
Mrs. Doris Holder..... Secretary
Mailing Address:
2526 El Sol Ave.
Altadena, Calif.

**LOS ANGELES YACHT
 CLUB**

Terminal Island, California

Dr. Donald W. Barber..... Cmdr.
John S. Chapman..... Secretary
530 W. 6th St., Suite 1322
Los Angeles 14

Boat **Owner**
 Adios..... Roy H. McCullough
 Alcyone..... Don C. Wood
 Alicia..... J. V. Carson
 Allegro..... Howard F. Isham
 Altamar..... D. W. Douglas, Jr.
 Andele..... Walter G. Franz
 Andiamo..... Morton R. Miller
 Angelita..... John E. Wells
 Arcturus..... O. Kelly
 Argo..... H. G. Smits
 Artist's Model..... John D. Roche
 Atorrante..... L. J. Whitney, Jr.
 Bagatelle..... Wilford Zinsmyer
 Bantry Bay..... H. B. Waffen
 Bendy..... George L. Fisher
 Birdie Bucket..... Dan Elliott
 Bluejacket..... William B. Palmer
 Blue Jay..... Erwin C. Jones
 Bob Cat II..... Ernest A. Kaiser
 Bonnie..... G. Harton Singer
 Branta..... Dr. Donald W. Barber
 Breeze..... Frank H. Person
 Bris..... Earl G. Spangler
 Brownie..... John Homm
 Cain't Wait..... J. A. Gurley
 Caprice..... Homer L. Mitchell
 Carib..... Wm. T. Pickering
 Carousel..... E. W. Dray
 Chili Pepper..... Harold L. Ayres
 Chubasco..... Wm. L. Stewart, Jr.
 Coaster..... Stephen W. Royce
 Commander..... Walter Beck
 Conejo..... K. H. Davis
 Cottage Blossom..... E. H. Halton
 Country Cousin..... Glenn H. Meyer
 Cygnet..... J. C. Murphy
 Cynosure..... B. H. Eaton
 Dawdler..... George Hugh Banning
 Debris..... Dr. Chester O. Nugent
 Delirious..... Dr. Albert Rodi and
 Dr. W. R. Schumann
 Dirty Thirty..... Wm. B. Gulick
 Dolphin..... Albert E. Hansen
 Duck..... William K. Gillett
 Ecstasy..... W. W. Kelly
 Endymion..... Donald W. Douglas

Escapade..... D. W. Elliott
Evening Star..... Charles H.
 Schimpff
Falcon..... D. S. Faulkner
Fantasy..... C. C. Moore
Flame..... Richard L. Stewart
Flyaway II..... Edmund G. Grant
Four Winds..... Carl M. Heintz
 and Peter G. Heintz
Frolic..... Wm. A. Kirk
Galyway..... George L. Fisher
Ganzo Amarillo..... W. W. Valentine
Glissando..... Willet H. Brown
Glamour Girl..... Sidney T. Exley,
 Jr.
Gracious Me..... Richard I. Stewart
Gullmar..... J. G. Johanson
Hanahull..... George T. Flitz
Happy Days..... Daniel S.
 Thompson
 Heidi..... W. W. Shepherd
 Horizon..... Dr. Alexander Goetz
 Hypo..... Dr. Lester C. Lowe
 Javelin..... John C. Morrow
 Jeannette II..... H. B. Reed
 Josephine B..... Ashton Castle
 Jubilo..... J. T. Dickson
 Keela..... Dr. Anton Laubersheimer
 Kim..... Leland K. Whittier
 Lady..... Richard F. Dwyer
 Lancer..... Lewis J. Whitney, Jr.
 Lani..... H. J. Barneson, Jr.
 Lark..... Carl T. Long
 Lavengro..... Douglas R. Radford
 Legend..... Charles Ullman
 Little Lulu..... Keith A. Herbert
 Little Tramp..... Emerson Spear
 Lienroc..... C. G. Cornell
 Lorna..... A. F. Bridge
 Lucy Goose..... Emerson Spear
 Malabar VII..... R. Welton Whann
 Malabar VIII..... Chandler P. Ward
 Mara..... B. C. and Barney Huber
 Marie Clestine..... Burton C.
 Baldwin
 Medley..... Dean Harrel
 Minx..... George T. Ruby
 Misty..... John M. Foy
 Monsoon..... D. H. Radcliffe
 Morning Star..... Richard S.
 Rheem
 Nansu..... Peter Grant
 Nelizwyn..... Dana H. Jones
 Nimbus..... Dr. Lester C. Lowe
 Odyssey..... Mrs. H. G. Steele
 Ortona..... Dr. Anton and Dr. Geo.
 Laubersheimer
 Pam..... Jim Hokanson
 Patolita..... Charles D. Wiman
 Patricia..... William A. Sumner
 Petrel..... Wm. A. Bartholomae,
 Jr.
 Philadelphia..... Dwight Phillips
 Pirate..... Walter D. Staaf
 Playmate..... Milton Hesselberger
 Pleiades..... C. F. Landers
 Prelude..... Dr. Jack H. Taylor
 Puff..... Kenneth E. Watts
 Rambunctious II..... James M.
 Lewis, Jr.
 Red Bird..... H. M. Hubbard
 Renegade..... Hale Field
 Rhumb Line..... Morton E. Moore
 Ripple..... G. A. Mitchell
 Roland Von Bremen..... Howard B.
 Keek
 Romni..... Brooks Gifford
 Runaway..... C. G. Willis
 Sally..... C. J. Coberly
 Santa Maria..... Pierpont Davis
 Santana..... Humphrey Bogart
 Sea Belle..... Edward L. Doheny
 Sea Duty..... Kenneth Walker
 Sea Puss..... Wm. A. Bartholomae, Jr.
 Sea Rover..... Hugh Angelman

Sea Waif.....	Robert P. Taylor	Gray Mystery.....	Kenneth Glazebrook	Creepy Mouse.....	William C. Warmington
Senta.....	Wm. A. Bartholomae, Jr.	Green Hornet.....	Johnnie Pirie	Crusty.....	Kenneth Wickstrom
Seventh Heaven.....	Miss Peggy Slater	Guess Who.....	Cecil L. Adams	Davy Jones.....	K. L. Carver
Silhouette.....	Wm. Mackenzie Brown	Ice Cap.....	Dan McKinnon	Dela.....	D. F. Axelson
Siwash.....	Howard W. Wright	Idler.....	Herbert G. Hales	Denali.....	Lyman H. Farwell
Skylark.....	Donald B. Ayres	Ink Spot.....	Jean DuPaul	Diane F.....	Fred M. Jordan
Solloquy.....	Wesley D. Smith	Janicky.....	Andrew Chamberlain	Don Juan.....	Byron H. Farwell
Sparkle.....	Alex Irving	Jeanne.....	W. L. Lenhart	Doonie III.....	J. H. Lorentzen
Spindrift.....	John H. Ebenashade	Jezebel.....	Carl Eichenlaub Jr.	Dorfra.....	Frank R. Wishon
Staghound.....	Ira P. Fulmor	Joey.....	Nickie Downham	Dream.....	Harold G. Gartner
Stella Maris II.....	Dr. Thomas W. Nisbet	Kay Lee.....	Ray Clever	Ellen Marie.....	A. A. MacDonald
Steve II.....	Everett Morris	Kickapoo.....	K. B. Ellis	Fin Finder II.....	Wesley L. Nutten, Jr.
Stormalong.....	Wallace H. Nickell	King Pel.....	James M. Fassel	Fleetwood.....	A. B. McCollum
Suji.....	Richard B. Terkel	Lu Donna.....	Albert Tramonti	Fortuna.....	George B. Roberson
Suomi.....	Dr. Bertin E. Hall	Leezoty.....	Kenneth Denton	Frolie II.....	William A. Kirk
Tamalmar.....	John J. Swigart	Little Gem.....	Demarest Howe	Full House.....	Harvey Somers
Tantalus.....	Vernon Barrett	Lively.....	Tommy Diamond	Funicull.....	Dr. S. R. Monaco
Teahani.....	Lee B. Milbank	Lo Do.....	Kurt Friedrich	Gannet.....	W. H. Kirby
Tempest.....	Ted Conant	Los Viejos.....	Wm. Scott	Gaviota II.....	Walker S. Clute
Thundercloud.....	Arthur C. Stewart	Luana Lynn.....	Norval Diamond	Gibbs Seaskiff.....	P. H. Bassett
Tiada.....	Don F. Tyler	Lurchin Urchin.....	Robert Roberts	Holiday.....	George Jeffrey
Tflare.....	Eugene Overton	Mary Allen.....	James Miner	Huapala.....	Thomas R. Rutter
Tom Tom.....	Jack W. Streeton	Mermaid.....	Allen Leupold	Humpy Dory II.....	Ray Gould
Toyon.....	Earle A. Burt	Moth.....	William T. Rice	Hypo.....	Dr. L. C. Lowe
Typhoon.....	W. D. Aitken	Pancho.....	J. Robert Smith	Ida May.....	John Francis Murphy
Vamoose.....	Fred P. Patricio	Pat-C.....	Carl Hultgren	Jadasma.....	D. F. Axelson
Vamos.....	Joseph A. Beek	Patricia.....	Jean Du Paul	Ja-G-Ja.....	Dr. J. N. Congdon
Vixen.....	John P. Hurndale	Pee-Wee.....	Ronald Schilling	Jane.....	John F. Murphy
Volant.....	Lee Miller	Petrel.....	Robert B. Brown	Jeftron.....	W. Phelps Merickel
We Love It.....	Robert H. Davis	Pixie.....	Wm. A. Church	Jimmie-M V.....	Clifford S. Mead
Wench III.....	George Fleitz	Poe-Key.....	Courtney Belcher	Jobyna.....	C. H. Tanner
Westward Ho.....	Mark Hulzman	Prize.....	Dr. Chas. W. Rees	Kingfisher.....	A. B. McCollum
Whisper.....	W. W. Slater	Rascal.....	Wm. B. Lambert	Kinikinik.....	L. T. Kingsbaker
Whitecap.....	J. R. White	Robin.....	Dee Dee Gales	La Osa.....	Winifred Coberry
Willita.....	Willard Thurston	Sabeau.....	Roger N. Howe	La Reine V.....	Brooks Gifford
Willowaw.....	David and George Griffith	Sabotage.....	Kelvin C. Savell	Little Denali.....	Lyman H. Farwell
Windfall.....	Lee C. Heas	Surprise.....	Richard Strauss	Little Reimroc.....	Leonard L. Cormier
Windwagon.....	H. G. McKinney, Jr.	Snow Ball.....	E. L. Anderson	LTP.....	A. J. Mickle
Witch.....	Stratford Enright	She Bang.....	Mike McKinnon	Lure.....	Edgar R. Hill
Wizard.....	L. N. Slater	Shirley Alice.....	Beatrice Marvin	Manana.....	E. T. Wall
Yucca.....	Wesley D. Smith	Skimmeret.....	Louis Bedford	Marguerita.....	E. L. Reits
Zavorah.....	Dr. K. L. Dieterle	Sly Mongoose.....	Bob Gonzales	Marion.....	Harry A. Mann
 MISSION BAY YACHT CLUB 605 Scripps Building San Diego 1, Calif.		Snafu.....	James I. Knott	Miss Maggie.....	Richard Arlen
Norval Diamond.....	Commodore	Snow Ba'll.....	Ken Glazebrook	Mojo.....	Frank Muller
R. Daryl Collins.....	Secretary	Sol Duc.....	Wesley R. Krymer	Novia.....	L. G. Swales
Boat.....	Owner	Spray.....	Ray J. Moran	Paja.....	E. B. Magreal
Adios.....	Wm. V. Pirie	Surprise.....	C. C. Vandegrift	Pamlin IV.....	E. H. Frazer
Amiga.....	Arthur R. Prager	Swish.....	Robert S. Gates	Patsy.....	Victor B. Sayre
Anita.....	Wm. C. Satterlee	Taint Oscar.....	Sterling Routhwaite	Paulie.....	Paul M. Rogers
Ballerina.....	Wm. C. Brown	Tantrum.....	Dr. Ralph King	Pebble.....	G. L. Carrington
and Jack Lundblade		Tee N Tee.....	Dr. Ralph King	Phoebe II.....	E. T. Wall
Bambino.....	Wm. T. Rice	Tempest.....	Norval Diamond	Portola.....	Oliver Moorshead
Banshee.....	Robt. J. Brabban	What Happen.....	Guy H. Tadioc	Potluck II.....	V. L. Edgar
Black Magic.....	E. L. Anderson	What's Da Matta.....	Lewis Bedford	Prowler.....	E. O. Williams
Blenny.....	F. Seth Brown	Wild Goose.....	Bedford	Puff.....	J. A. Gurley
Bottoms Up.....	Jos. L. Hill	Win-D.....	Gil Reno, Jr.	Reimroc.....	Leonard Cormier
Catorce.....	Carl Eichenlaub Jr.	Windigo.....	Wm. Sutherland	Reimroc IV.....	Leonard L. Cormier
Check.....	Philip C. Blair	Wind-D.....	Katherine C. Cox	Rex.....	Maxwell C. King
Chinook.....	Wm. R. Movius	Wind Rider.....		Ron-D-Let II.....	Eugene Webb, Jr.
Classie Lassie.....	Wm. T. Rice			Runaway.....	C. G. Willis
Dolce.....	Wm. T. Rice			Sea Boots II.....	Edward K. Emmett
Double Check.....	Frances Sutherland			Sea Puss.....	W. A. Bartholomoe
El Diabito.....	J. W. Grinsell			Sea Rabbit.....	Philip Smith
False Alarm.....	Alan Pirie			Slick Rascal.....	Lawrence C. Phipps, Jr.
Fancy Pants.....	Carl Hultgren			Stanada III.....	Dr. Stanley O. Chambers
Feather.....	Mrs. Beatrice Merwin			Stink Pot.....	Hoard Ahmannson
Frostee.....	Emory Skaggs			Tan-R-Too-R.....	C. H. Hanner
Fuss.....	Paul O. Thompson			Thundercloud.....	A. C. Stewart
Gebe.....	Henry Rigoli			Trallah.....	Art Hall
Geni.....	Jean Downham			Trallah-La.....	Art Hall
Goblin.....	Floyd R. Downham			Vesco.....	Robert H. Nicholson
Gordo.....	Jamie Bryson			Walton.....	Walter D. Douglas
	Le Roy Lenhart			Water Wagon.....	Felix H. Farwell
				West Ender.....	Haviland G. Rogers
				Zoa III.....	Ralph N. Baker
 NEWPORT HARBOR YACHT CLUB 720 West Bay Avenue Balboa, California					
Thomas R. Rutter.....	Commodore	 POWER BOATS			
James C. Sheppard.....	Secretary	Boat.....	Owner		
POWER BOATS		Adara.....	Philip W. Warren		
Boat.....	Owner	Amron.....	A. E. Nugent		
Adios.....	Wm. V. Pirie	B-4-Manana.....	Louis G. Brittingham		
Amiga.....	Arthur R. Prager	Billedick IV.....	William C. Billedick		
Anita.....	Wm. C. Satterlee	Billedick Too.....	William C. Billedick		
Ballerina.....	Wm. C. Brown	Black Hawk.....	Mark Healy		
and Jack Lundblade		Bluefin.....	James C. Sheppard		
Bambino.....	Wm. T. Rice	Corsaire IV.....	Maurice Sopp		
Banshee.....	Robt. J. Brabban	Cousins.....	Clarence C. Stewart		
Black Magic.....	E. L. Anderson		& Harold B. Stewart		
Blenny.....	F. Seth Brown				
Bottoms Up.....	Jos. L. Hill				
Catorce.....	Carl Eichenlaub Jr.				
Check.....	Philip C. Blair				
Chinook.....	Wm. R. Movius				
Classie Lassie.....	Wm. T. Rice				
Dolce.....	Wm. T. Rice				
Double Check.....	Frances Sutherland				
El Diabito.....	J. W. Grinsell				
False Alarm.....	Alan Pirie				
Fancy Pants.....	Carl Hultgren				
Feather.....	Mrs. Beatrice Merwin				
Frostee.....	Emory Skaggs				
Fuss.....	Paul O. Thompson				
Gebe.....	Henry Rigoli				
Geni.....	Jean Downham				
Goblin.....	Floyd R. Downham				
Gordo.....	Jamie Bryson				
	Le Roy Lenhart				
 SAIL BOATS					
Ace.....	Don K. Edler				
Alibl.....	John Homme				
Allure.....	Leo Reardon				
Alouette.....	Philip Smith				
Andale.....	and Robert Myers				
	Walter G. Franz				

And/or	Robert Myers	Lanakai	John Jardine	Stub II	Mrs. Bonnett Dorris
Ann	Ray S. Kenison	Lancer	John R. Daniell	Sugar	Harvey Somers
Antigua	H. C. Ramser	Large Charge	Roger Boyvey	Suju	Richard B. Terkel
Argosy	James C Sheppard	La Rubia	John Callery	Susan	Mary Fenton
Baldecite	Frank Simpson III	Lil Corky	Nancy Corkett	Tamalmar	John J. Swigart
Bali Hi	Phil Ramsier	L'il Spartan	Kenneth Wickstrom	Tecumseh	Frank Simpson, Jr.
Barbara	T. G. Myers	Linda Blossom	Warren Gibbons	Thistle	A. M. Strong
Be-Calm	Barbara Cundiff	Little Lido	Henry R. HMI	Three Cheers	Stephen Titus
Bee Gee	T. G. Myers	Little Lido Too	Thomas O. Hill	Thumper	Kenneth H. Davis
Bettieen	Mark Yorston	Little Shaver	Roger Post	Tiada	Don F. Tyler
Betty Jay	J. C. Wright	Little Threep	Barbara and Henry Perren	Tiare	Claude G. Putman, Sr.
Bilgewater	Bruce Beardsley	Little Tramp	Emerson Spear	Tigress	Ned Rutter
Binge	Terry Gloege	Little Twitch	Bruce Twitchell	Tip Top	Jimmy Lewis
Birdie Bucket	Dan Elliott	Lorna	Ted Rogers	Tom's John	Tom Webster
Blood 'n Guts	Peter & David Paton	Lyn	Barney Lehman	Topaz	G. L. Carrington
Bluewater II	Bruce Beardsley	Mahimahi	Gerald H. McFarlin	Tweedle-Dee	Tom Thorkildsen
Bosun	George Chambers	Malolo	Roger Boyvey	Tweedle-Dum	Fay Thorkildsen
Breeze	Ray K. Person, Jr.	Malolo	Margaret C. Bangs	Undertow	Dana C. Smith
Brownie	John Homme	Melody	George W. Hellyer	Un-Wroolie	Noel E. Wroolie
Candy Cane	Joyce Horton	Merlin	Clarke O. Noble	Valor	E. Clayton
Can't Walt	J. A. Gurley	Middle Witch	Strut Enright	Vaquero	George D. Stephens
Caprice	Homer I. Mitchell	Miss Behave	Jean Farwell	Vencedor	Jerry Forrest
Chaser II	Bill Ficker	Mist	William L. Bents	Virgie	Barney Lehman
Cloudiet	T. E. Norris	Mist	Lee Crisell	Wahine U'I	David Heyler
Coaster	Stephen Royce	Mola	Sylvia Schmid	Wasp	John R. Daniell
Conejo..	Kenneth H. Davis	Mor-I-Sea	Edward H. Morrissey	Wayward	L. G. Swales
Coo-Coo	C. H. Hermann, Jr.	Nimbus	Dr. L. C. Lowe	Whim	Harold Pearcy
Cookie Pusher	Marcia Averbeck	No Hurry	Tom Sheppard	Whitecap	John Robert White
Coral	G. L. Carrington	'n Route	George H. Coffin III	Who's Dat	Harry J. March
Cumulo	A. C. Stewart	Ortona	Dr. Anton Laubersheimer	Yellow Jacket	Paul Orban
Cuzel	Pete Morris	Penney	Henry H. Coffin III	Yogi	Mark Yorston
Cyanna	Geo. Rawlins	Pete	Henry R. Brown, Jr.	Zephyr	Dr. George W. Coon
Cyno	C. F. Rehnborg	Petey	Ralph E. Phillips		
Dancador Too	Barbara Cundiff	Philadelphia	Ralph E. Phillips		
Demi-Tasse	Raymond S. Kenison	Philly	J. H. Beach		
Diabilita	Dorris Lewis	Picaro	Roy A. Pearson		
Diablo	A. W. Lewis	Pickle Puss	Jane Miller		
Dipper III	Phil Greene	Playmate IV	Mr. and Mrs.		
Duster	Robert Sumps	Pleiades	Fred Baker		
Dutchman II	David M. Van Name	Poco Tiempo	C. F. Landers		
Edmonda	Arnold Haskell	Puff Puff	G. M. Mott		
El Cabo	Gordon Brown	Punk	Marilyn L. Fuller		
Electra	Tom Holland	Punkins	George & Elinor Hoistain		
Emerald	Robert B. Rickenbaugh	Rambunctious	Judy Terkel		
Escapade	D. W. Elliott	Rebel	Clark B. Millikan		
Falcon	D. S. Faulkner	Rejoice	Clyan Hall		
Fiancee	Charles M. Kober	Rhapsody	William A. Wallace		
First Fiddle	Warren E. Blinn	Rival III	Raymond B. White		
Fizz	A. J. Field	Rogue	Roger Meisinger		
Flip Flop	Jerry Forrest	Roja	Willard W. Mason		
Flirt	L. G. Swales	Romni	Brooks Gifford		
Floataway	Lillian Rickenbaugh	Rowdy	Howard Chastain		
Flying Cloud	Milton Castleman	Rusty	Dr. H. A. Watson		
Frantic	J. A. Beck	Ruth	T. G. Myers		
Frolic	William A. Kirk	Sabre	Dr. G. W. Coon		
Gallant	H. B. Wyeth	Sail 'n Win	Winston R. Fuller, Jr.		
Gee Whiz	Mike Bradford	Santana	Humphrey Bogart		
Ghost	Gayle Post	Satan	Saint Cicero		
Gin & Jerry	Virginia and Jerry	Scandal	C. F. Rehnborg		
	Brittingham	Scarlet	Paul Fornaciari		
Gitana	W. Herbert Allen	Scout III	Barton Beek		
Goodwill	Ralph Larrabee	Sea Bee	H. F. Beardslee		
Googles	Mary Healy	Sea Deance	J. R. White, Jr.		
Grimlin	Vaughn L. Edgar, Jr.	Sea Lance	Warren Sturtevant		
Ha Ha	Walter M. Lewis	Sea Song	Morgan L. Morgan		
Hi Bo	William A. Lindblom	Sea Waif	M. W. Sawyer		
Highway 101	Nancy Beardslee	Senta	W. A. Bartholomaeus		
Holokai	Michael B. Jager	Short Snort	Earl G. Corkett		
Hotspur	Jeffrey Smith	Showboat	Carl B. Hilliard		
Hurry On	Pete Bradford	Showboat	Harlan Hoyt		
H2O-K-9	M. E. Niedecker	Siboney	F. W. Logan		
Interlude	A. L. Sondereger	Sigi Sigi	Ben Younglove		
Jaunty	John F. Chapman	Silhouette	John Callery, Jr.		
Jesuita	Ralph Phillips	Silver Heels	Lawrence C. Philps, Jr.		
Jet	Nancy H. Nicholson	Skiptoo, Jr.	Alan H. Kenison		
Jubilo	J. T. Dickson	Skylark	Donald B. Ayres		
Junco	Dick Ward	Slugger	Joan Farwell		
Just Loafin'	Bill Farwel	Snooks	Patty McGreal		
Kelea	Dr. Anton Laubersheimer	Snooky	Fred H. Miller, Jr.		
Kitten	Frederick W. Lyon	Staghound	Ira Prentiss Fulmor		
Kitten's Knittin'	Kay Swigart	Stormy	C. F. Baxter and		
Knockdown	Bill Allen		Saint Cicero		
Kool	Pam Beach	Stormy Petrel	Charles L. Reynolds		
Kun Ipo	W. T. Colville, Jr.				
Lady Pat	Grey Phelps				
Lag-a-long	Bruce Slack				

NEWPORT OCEAN SAILING ASSOCIATION

Harry McKinney, Jr...Commodore
Berth 192, Wilmington, Calif.

Paul Kettenburg Vice-Commodore

Fred Smales Vice-Commodore

Gene Bolin Vice-Commodore

Leo Benzini Treasurer

H. G. Rogers Secretary

Mailing Address:
P.O. Box 145
Newport Beach, Calif.

Adara P. W. Warren
Adios R. McCullough
Aikane W. K. Thornton
Allure R. Reardon

Andale W. G. Franz

Annette C. H. Soderbery

Antigua H. C. Ramser

Aquila T. R. Rutter

Arcturas O. Kelly

Argus V. H. Noe

Arrow Sam Katzman

Atorrante Jan Murray

Attorrante J. A. Gurley

Beachcomber A. A. McClurkin

Black Hawk M. Healy

Blue Jay E. C. Jones

Bolero G. Trepte

Branta D. W. Barber

Breaksheart I. G. Beall

Brilliant R. Boner

Butcher Boy II R. E. Riley

Cadence E. G. Doane

Calamar O. D. Wade

Carib Wm. T. Pickering

Carolina H. Cairns

Cavu H. Laughlin

Chantey L. W. Himmelrich

Chantymen R. J. Carrington

Chiron J. H. McWhinney

Cibola E. Erickson

Cirrus E. Kolpin

Clara R. E. Covington

Conyigo Frank Viall

Coral G. L. Carrington

Corsair	R. E. Taylor	Sea Waif	R. P. Taylor	Carian II	Carl Barbour
Cuidado	Andrew Brown	Seranade	C. and H. Iaacs	Dreamboat	Bob Houston
Diablo	A. W. Lewis	Short Stop	N. S. B. Turner	Fire Ball	Bud Jennings
Dubloon	W. Bush	Siboney	F. W. Gordan	Firecracker	John Cook
Duchess	J. M. Ramsey	Skylark	D. B. Ayres	Fly Bye	Bill Burner
Ecatasy	Gene Bolin	Solana	D. C. Shan	Fly Wings	M. Melhorn
Ecume	H. E. Bailey	Sonata	Robert Beecher	Happy Rabbit	Marty & Perry
Enchanter III	J. L. Munson	Soncy	A. D. MacLachian	Harpoon	Martikas
Escapade	D. W. Elliott	Sparkle	Alex Irving	Hart Beat	Paul Sutherland
Euaiale	G. W. Kettenburg, Jr.	Spindrift	C. W. Ullman	Hazy-B	Charles Hart
Evening Star	C. H. Schimpff	Spray	E. Muhl	Jerry Jean	Harry Brady
Eventide	S. M. Newmark	Staghound	Ira P. Fulmor	Little Rocket	Kenny Caldwell
Fairwinds	Bailey D. Brandt	Stormy	S. Cicero	Marla	Harry Sherwood
Fiancee	C. Kober	Susan	R. Fenton	Miss Able	Art English
Flyaway II	E. Grant	Tantalus	Richard Stewart	Miss Bev	George Fogerty
Flying Scotchman	P. S. Sinclair	Tina	W. R. Scott	Miss Bev	Jack Roland
Francesca	H. D. Leslie	Tomboy	P. A. Kettenburg	Miss B'Haven	Royal Main
Freya	L. T. Sellstrom	Topaz	G. L. Carrington	Moana Mol	Monroe Cooper
Frolic	W. W. Kirk	Teton	P. D. Van DeGrift	My Ski Tow	Vernon Lenox
Gale	G. A. Ford	Trade Winds II	C. L. Tanner	My Toy	L. Roberts
Gaywind	C. W. Chapman	Triton	J. E. Rohrer	Norma Jean	Earl Collins
Ghost	G. E. Michaud	Truant	Ronald Davidson	Oni-Oni	Bill Garber, Jr.
Golden Feather	D. S. Forsyth	Truant	W. T. Mooney	Queenie	Art Creature
Gullmar	J. G. Johanson	Typhoon	W. D. Aitken	Razz-Ma-Tazz	Floyd Jones
Gypsy Clipper	V. T. Kelley	Vagabond Lady	M. D. Nelson	Sea Hawk	Herb Billings & Frazer James
Hilaria	F. P. Schmidt	Varuna	E. C. Shea	Silver Streak	Al Attig & Harry Silver
H2O-K9	M. Niedecker	Varya	A. D. and G. Jessop	Sinbad	Paul Heider
Hurricane	S. Jacobs	Viki	E. S. Hope	Sun Tan	Al Luallil
Iduna	R. F. Middleton	West-Ender	H. G. Rogers	Thunder-Jet	Clarence McKinstry
Interlude	H. N. Homan	Westward	R. Miller	Tock	Rollin McGinnis
Intrepid	C. E. Chapman	White Cloud	David Barkley	Toy Yot	Walter Welch
Jada	Isabel Belyea	Wind Song	C. N. Enfield	Y Name It	Dick Walker
Javelin	Don Burnham	Zoe H.	H. McKinney, Jr.		
Jessica	Don Belding, Jr.				
Kaihala	R. C. McGwire				
Karen	Allen Merickel				
Kathleen	K. N. Baker				
Kelem	David Commons				
Kurri II	S. D. Baird				
Lani	R. E. Boldrick				
L'Apache	Phyllis B. Brunson				
Lark	C. T. Long				
LaRubia	J. R. Callery				
La Voipe	C. A. Lamb				
Little Dipper	E. Welles				
Loafer	Cass Smith				
Lone Wolf	R. W. Wells				
Lost Fortune	C. H. Hanna				
Lure	E. R. Hill				
Malah	J. Morrison				
Makua	C. B. Knickerbocker				
Marauder	Monty Brokaw				
Merri Skipper II	K. Hichok				
Mickey	L. A. Barr				
Mickey	R. R. Crosby				
Minerva	C. H. Chapman				
Minion	C. H. Geisler				
Moana	W. D. Vogel				
Monsoon	D. Radcliffe				
Moonbeam	O. Thorkildsen				
Nansu	P. Grant				
Nautilus	R. R. Howell				
New Moon	Raymond H. George				
New Moon	V. S. Ruppert				
Nepenthe	A. I. Peterson				
Ocean Waif	G. E. Jones				
Odyssey	Richard Steele				
Paisano	E. L. Munsey				
Pamlin	E. Frazer				
Pamlin	F. B. Smale				
Pasatiempo	W. Hussong				
Pipit	Boyd R. Lewis				
Pleiades	C. F. Landers				
Primavera	Paul Hurst				
Privateer	R. N. Baylies				
Pursuit	M. H. Bren				
Quest	W. T. Smith				
Rejoice	C. H. Hall				
Rendezvous	S. H. Emmes				
Roulette	B. Huber				
Sabot	Alvin Daniels				
Saga	F. F. Guerrieri				
Santa Lucia II	G. L. Eddy				
Santa Lucia II	E. G. Gould				
Savitar	Phil Berg				
Scandia	H. Erickson				
Sea Queen	Fred F. Harris				
Seasharp	John Porter				
Boat		Owner			
Angler		Harry Angle			
Betty Ann II		Gill Strauss			
Boat		Owner			
Angler		Harry Angle			
Betty Ann II		Gill Strauss			
Caprice	Richard H. Loug				
Cara Mia	Geo. L. Schaffer				
Caronel	Waldo Waterman				
Chantey	James O. Pike				

SAN DIEGO YACHT CLUB
Point Loma
San Diego 6, California

Gordon T. Frost Commodore
Milton G. Wegeforth Secretary

Boat	Owner
Adastra	Marcus M. Cory
Aeolus	Frank Wyatt
Aqua	David Reed
	Dr. Kenneth Warfield
Ala Blanca	Earl Gustafson
Alert	Robert R. Jones
Alibl	Thomas T. Crittenten
Alice May	V. R. Dennis
Alicia	David J. Reed
Allegro	R. Victor Venberg
Aloha	R. D. Israel
A Irene	E. A. Just
An Auk	Charles R. LaDow
Anelite III	Ralph Thompson
Angela	Louis Bedmeier
Argo	Hartwick Barnes
Argo	Dr. Eugene I. Stephenson
Athene	E. H. Depew
Aurora	Fred H. Rohr
Ballerina	E. Gartzman Gould
Banshee	Paul B. Rayburn, Jr.
Barbarian	Dr. Joseph T. Trotter
Ben Mo Rea	Ben F. Moore, Jr.
Bennie Lynn	Benton Field
Betty Gal	Albert F. Keller
Blackjack	Geo. B. Worthington
Blue Chip II	Gifford Ewing
Bluejacket	S. Robert Frazee
Blue Moon	Ralph Laco III
Blue Peter	W. L. Phillips
Blue Skies	Dr. J. C. A. Harding
Bonnie Lee II	Harley L. Bonham
Boots	Wilbur Kyle
Breathless	Dr. B. F. Eager
Briney	Bob Hanna
Bristol Fashion	Charles F. Herreshoff
Caprice	Richard H. Loug
Cara Mia	Geo. L. Schaffer
Caronel	Waldo Waterman
Chantey	James O. Pike

Cheryl-Lynn	Robert Adkins	La Donna	Kenneth Denton	Sapphire	T. Claude Ryan
Chilly	R. D. Israel	Lady Luck	F. W. Pelton	Scalawag	Lyman McDonald
Chinook	Robert H. Imhoff	Land Lady	Dr. A. H. Foster	Scamp	Carl A. Whitenton
Chirp II	F. E. Pastore	Langosta	Paul A. Berry	Scooter	H. C. Green
Christina II	B. O. Larsen	Lani	John A. Logan	Scuffy	Dr. J. Fred Conrad
Clancy	Capt. Frederic W. Farrar	Laurmax	L. B. Leech	Sea Chick	Joseph E. Padgett
Comber	Richard H. Lynch	Lazy J.	L. R. Jefferson	Sea Crab	Dr. Peter Crabtree
Comet	W. Wayne Fisher	Lazy Lady	Lowell E. Frost	Sea Dog	Del Thurber
Cometta	W. Wayne Fisher	Leeway	J. Waldo Malmborg	Sea-Es-Ta	Charles Willits
Coquette	Edgar B. Hervey	Lewella	Jack Lawrence	Sea Gypsy II	Don A. Trekkell
Coronet II	William Lodge	Little Squirt	Herbert W. Hurd	Sea Gypsy III	Jack Carlson
Corrine	Oscar C. Palmer	Lofty	Sam T. Loftin	Sea Jay	Wm. S. Wright
Dearie	Dr. Paul W. Tipton	Lou	F. Arthur Heilborn	Seal II	A. A. Burnand & George J. Kuhrt
Debbie's Boat	Fred J. Allen, Jr.	Louisa	W. E. Pugh	Sea Shacks II	Dr. Earl J. Shackelford
Dee Lynda Lee II	Harry Shannon	Lucia	Joseph E. Jessop	Seasharp	John H. Porter, Jr.
Deneb	Stephen Hall	Luckie	Stanley T. Radenz	Shadow	L. E. Kellerhouse
Diane	James W. Sullivan	Lydia J.	George E. Campbell	Shelam	A. Monroe Sanders
Donna Lee	J. Ray Wilson	Lynn Gean	R. E. Cassell	Shimmereen	Joseph Sinnott
Dor-El	Ellis J. Arkush	Madeline O.	John B. Ogden	Silver Gull	John Bate
Doris L.	Barney L. Effie	Makoa	Robert Magness	Silver Lady II	J. Emile Reimann
Dorothy	Donald C. Smith	Manana II	Dr. Clarence E. Rees	Sinbad	C. Robert Stahl
Doubloon	Capt. B. F. Jenkins	Manukai	A. F. Pyle	Sindbad	William F. Presch
Dreamer	Theodore B. Thomas	Mapabena	Dr. Alton J. Harpat	Siren	Kim Fletcher
Drum H.	J. D. Huston	Marcia K. V.	Otto A. Koehler	Sirius	Roy E. Hegg
Duchess	Dr. John Rumsey	Mariel	F. F. Evenson	Ski-Dew	Marvin Herrmann
Duster	Lee McKinney	Mari-Bob	Dr. R. K. Schleifer	Skidoo	Hunter M. Muir
Duz	Franklin W. Wakefield, Jr.	Marmaduke	Willis E. Short	Skylark	Jack C. Bone
Ecume	H. Edmund Bailey	Marpro	Lucian K. Small	Small Fry	Elmer F. Small
Elaine	Milton S. Jackson	Marway	Wayne B. Harper	Sneezy	Karl B. Zorn
El Ciane	Bruce E. Folsom	Marylyn	Dr. A. H. Foster	Sno-Shu	Kermit A. Seely
El Diabio	Harold B. Starkey	Mary Jean	Earl E. Harris	Soonpi	Richard S. Holmgren
Escape	Dr. W. W. Stadel	Mary Louise	Maurice Ross	Spica II	C. B. Carroll
Estrellita	Dr. Harold Peterson	Mauran	J. B. Dunbar	Spindrift	Lt. Cmdr. C. C. Taylor, Jr.
Eulalie	George W. Kettenburg	May Dee	James A. Ogle	Spook	F. E. Beal
Evening Star	Walter Trepte	Melody	Warren Beckwith	Spooks	A. F. Kenick
Fair Weather	Fred J. Allen	Mickey	Mrs. L. A. Barr	Sport	L. J. Osborn
Falcon	R. C. McDowell	Mighty B II	Henry Mittenzwey	Step-N-Fechit	Gifford Ewing
Fin Fun	Edward J. Ruffa	Minnow	M. F. Stoughton	Suez	J. A. Abernathy
Firecracker	Walter Albrecht	Mint Julep	Charles W. Chanman	Sugar Foot	Wm. J. Tighe
Fleetline	Frank C. O'Reilly	Minx	Roger Bryan	Sun Rocket	Jack Crivello
Flicka	Ralph Lacoce, Jr.	Mischief II	Morton J. Carlile	Tamarit	Henry S. Tenny
Flipper	Gene McCormack	Miss Prim	James O. Myers	Tehani	Guy M. Harrington
Flit	Dr. Wm. T. Sayre-Smith	Miss X Too	Tom O. Bateman	3 Star 2	Frank L. Hope
Four C's	A. B. Cashner	Moaia	Russell Miller	Tiger Shark	Roy D. Crippen
Fresh-Up	Carroll Deem	More Ice	Maurice Ross	Tinker	Melville H. Haskell
Frost	Gordon T. Frost	Nansu III	Albert Busche	Tiptit	S. Robert Fraze
Full Moon	Robert M. Ellis	Natalia	H. R. Weiss	Tira	Robert J. Stirkorb
Fun Child	Glenn Hartwell	Nellie L.	Helge Hultgren	Titanic	Robert L. Gates
Gallant Lady	Hunter Muir	New Moon	Maj. R. H. Fleet	T N T	Stanley S. Rogers
Gazeika	Ian Maxwell Moore	Nimbus	D. S. Sanborn	Tom Boy	Paul Kettenburg
Gee Zee	Gordon Burnham	Nina	H. Barkley Johnson	Touche	Herbert Sinnhoffer
Gitana	Virginia C. Riedy	Norseman	A. W. Daniels	TQK	Capt. T. R. Kurtz
Golden Arrow	Robert E. Hodge	North Star II	Lowell North	Tradewind	John G. Driscoll, III
Golden West	Frank E Naso	Not-So-Hot	George C. Jessop	Tumbleweed	John J. Sales
Gosling	Ellis J. Arkush	Novia Del Mar	John P. Scripps	Tuva	Charles H. Benton
Grayling	Lloyd R. Gray	Nutcup	Helen Daniels	Twin Tee	Richard & Robert Turnbow
Gullmar	Capt. J. G. Johanson	Ocha	Walter Albrecht	Two Dot	James W. Martin
Gusty	Leonard Gustafson	Okinau	Willis H. Fletcher	Upanatum	John Scrips
Has-Be	H. E. Hastain & J. H. Benson	Olivia	Dr. William T. Rice	Vallant	R. C. Loveland
Heather	Leonard S. Rowberry	Osa Negra	Clare H. Ewing-Clyde T. Ewing	Vana	Eric J. Sanders
Helen	Albert A. Frost	Panda	W. H. Schaefer	Varya	George C. Jessop
High Hopes	Frank L. Hope	Pasatiempo	Walter Hussong	Vee Atc.	Glen Pearson and Ivor de Kirby
Hi-Tide	Walter M. Trevor	Paula	Milton Wegeforth	Via Jay	Philip B. Jefferson
Hvd-A-Way III	Paul B. Young	Peggy Lou	Lloyd T. Pilister	Vida Mia	R. Lenfestey
H20-KA	Marshal Niedecker	Pescador	Philip C. Barney	Vikl	Edward S. Hope
Ice Cube	Jefferson K. Stickney, Jr.	Phar-Lap	Henry W. Callihan	Virfran	F. E. Young
Icicle	Richard Jessop	Pidge	F. P. O'Hara	Vivace	E. T. Starke
Iraan	L. A. Yates	Placebo	Dr. F. D. Hankins	Waile	Walter Albrecht
Itido	Frank T. DeArman	Podv.	Dr. W. F. Lads	Walimanu	H. D. Gilbert
Jade	W. C. Pickford	Portola	Oliver Moorshead	Weat Wind	Henry L. Wheeler
Janice	Charles E. French	Poseidon	Robert G. Thompson	Wimpy	John Scrips
Janley	D. D. Williams, Jr.	Prowler	Charles R. Wright	Wings	Paul J. Hartley
Javelin	Donald C. Burnham	Que Paso	Carl J. Ackerman	Yakityak III	H. L. Bengough, Jr.
Kathleen	Kenneth N. Baker	Rebel	Claude R. Winn	Zahma	Waldo Waterman
Katie C	J. Harvey Chambers	Reverie	Gifford Ewing	Zephyr	C. Glenn Mitchell
Katy	H. L. Benbough, Jr.	Roamer	Edgerton Scott	Zero	W. W. Fisher
Katy-K	Robert S. Kirksey	Robin Too	Robert Mann	Zest	Bruce Smith
Kermelo	Kermitt A. Seely	Roland Rock	Wm. Roland	Zorra	John H. Fox
Kila-Kila	Jack M. Horner	Rub-A-Dub	Jack Holcomb Bone		
Kittyhawk	Marjorie Baer	Runaway	Dr. John Flaz		
La Afortunada	Charles Hopton	Sally	S. W. Shepard		
La Cucaracha	John C. Washington	Sanguine	Glen Simmons		
		Sans Souci	Richard Jessop		
		Santasea	Dr. Warren S. Lavezzi		

SAN LUIS YACHT CLUB

Moorings: Avila, California
Robert L. Woolf.....Commodore
Dr. A. M. Wolfe.....Secretary
 1367 Mill St.

San Luis Obispo, California

Boat	Owner
Arenisco	Chas. Berkemeyer
Challenger II	L. L. Lenger
Duchess Tu	Jack Duccio
Duchess	Robert L. Woolf
Four Queens	Homer Hamlin
Geni C	Frank Cole
Gizmo	Vernon Hollinger
Harrie	Kenneth Jones
Jehadi	Harold Wilkinson
Jolly Mae	Herb W. Clough
Jo-Mara	John F. O'Brien
Kathi	J. A. Weishar
Lara	Dr. A. M. Wolfe
Lorelei	Howard R. O'Daniels
Marie	Jim Jacobs
Muchacha	Gerard Parsons
Pal	Thomas O'Toole
Par-Way	Parnell Tilley
Pixie	Delbert Hollinger
Polly	Roy Burger
Pwecious	Jack Duccio
Preel	Roy Parsons
Rahab	John Stegar
Schuss	Bill McDaniel
Suetodd	Bion Campbell
Tapatal	Geo. Duccio
Who Cares	Jerry C. Bond

SANTA MONICA YACHT CLUB

Moorings: Fleitz Brothers,
 Watchhorn Basin
 San Pedro, Calif.
Chas. Tanner.....Commodore
E. M. Power.....Secretary
 2233 - 22d St.
 Santa Monica, Calif.

Boat	Owner
A-Low-Ha	Leonard Price
Breeze	Ray K. Person, Jr.
Ecstasy	Sterling J. Potter
Flicka	Gene Curry
Frolic	George K. Mauser
Little Lulu	Keith Herbert
Mahalah	Stan Avery
Marin	Cedric E. Sanders
Marin	Jerry Hoyt
Nepenthe	Dr. Glenn Thorpe
Puff	Kenneth Watts
Santa Lucia II	Gould Eddy
Sea Shell	George R. Schmidt
Sea Shell	Nikki Herbert
South Coast 10	Stratford Enright
South Coast 19	Kathy Murray
South Coast 10	Paul Platt
Sweet Sixteen	Howard F. Ahmanson
Witch	Stratford Enright

SOUTH COAST

CORINTHIAN YACHT CLUB
 Santa Monica, Calif.
Carlos E. Bronson.....Commodore
W. T. Manion.....Secretary
 736 S. Genesee Ave.
 Los Angeles 36, Calif.

Boat	Owner
Alegre	Floyd Finch
Aviann	Paul L. Torrence
Banshee	Robert J. Schiffer
Blondie	Arthur W. Lake
Captain Small	James E. Faris
Caronel	Waldo D. Waterman
Cirrus	Grace Landreth
Cubana	F. D. Porter
C. U. Later	M. S. Trumbull
Delta No. 1	Burris Grimwood
Delta No. 3	George Gordon
Delta No. 33	Alfred T. Gibson
Delta No. 36	W. K. Mitchell
Delta No. 43	Verna E. Sylvester
Delta No. 57	Phil Campbell
Delta No. 58	W. W. Bradley
Delta No. 60	W. T. Manion
Delta No. 61	C. N. Fast
Delta No. 63	W. B. Morrow
El Pato	John P. Welch
Encore	William Hoving
Firefly	R. H. Hopkins, Jr.
Folly	H. E. W. Tinker
Freya	Lt. T. Sellstrom
Gra-Lar	L. J. Savage
Grey Cat	Roger Smith
Ingrid	Dr. Lewis F. Ellmore
Kay	G. M. Plough
Kivi	Ransom Rideout
Nancy Lee	Harold W. Adams
Patience	Herbert J. Shear, Jr.
Patty Lou III	Neal Niblack, Jr.
Raski	Don Brimley
Restless	James Begg
Restless	Waldo D. Waterman
Ripple	Edward C. Jenkins
Robena	Richard M. Lerner
Romance	Robert E. Hodges
Rowdy	Harry Dewar
Schelp	K. Kraakman
Scotia	S. Robertson
Shillelagh	J. H. Ryan
Sirocco	Phil C. DeBetzdon
Skaal	T. K. Petersen
Snipe	Gordon R. Sinclair
Snipe No. 3232	R. L. Thompson
Soncy	Dr. C. Menzies Clark
Song	Robert S. McCord
Tony	L. G. Bacon
Valad	James Earl Faris
Vino	John Nootedoem

Coronado Beach Yacht Club
Corsair Yacht Club
Hollywood Yacht Club
Lido Isle Yacht Club
Long Beach Yacht Club
Los Angeles Yacht Club
Newport Beach Yacht Club
San Diego Yacht Club
Santa Barbara Yacht Club
West Coast Yacht Club

SOUTHERN CALIFORNIA YACHTING ASSOCIATION

551 S. Oxford
 Los Angeles 5, Calif.
Ira P. Fulmor.....Commodore
D. W. Elliott.....Vice-Commodore
Charles Schlimpf, R. Commodore
R. M. Allan, Jr......Secretary
J. R. White.....Treasurer

MEMBER CLUBS

Alamitos Bay Yacht Club
Balboa Yacht Club
Balboa Island Yacht Club
Blue Water Cruising Club
Cabrillo Beach Yacht Club
Catalina Island Yacht Club
Coronado Yacht Club
Corsair Yacht Club
Hollywood Yacht Club
Lake Arrowhead Yacht Club
Leeway Sailing Club
Lido Island Yacht Club
Long Beach Yacht Club
Los Angeles Yacht Club
Malibu Yacht Club
Mission Bay Yacht Club
Newport Harbor Yacht Club
Newport Ocean Sailing Assn.
San Diego Yacht Club
San Luis Yacht Club
Santa Barbara Yacht Club
Santa Monica Yacht Club
South Coast Corinthian Yacht Club
Southwestern Yacht Club
Ventura County Boat Club
Voyagers Yacht Club
West Coast Yacht Club
Win'ard Yacht Club

SOUTHWESTERN YACHT CLUB

Andrew H. Krause.....Commodore
Homer Gibbs.....Secretary
 2702 Quailrough St.
 San Diego 6, Calif.

Boat

Als Baba	Robt. J. Blee
Alayne	Dr. A. R. Richard
Alibi	Gilbert E. Fritz
Alta	H. W. Halcomb
Apache II	Chet Zimmerman
Avra	L. Holingsworth
Bali Hal	W. B. Small
Blue Marlin	Victor Weiser
Bonnie	Earl Shaw
Bonnie Gall	Sam Bauman
Bubbles	M. G. Torbett
Charlyn	Homer Gibbs
Cindy Kay	Chester Seickman
Clarine	Russell Wahlberg
Cockateel	Dr. R. S. Smylie
Darlene	H. P. Wilke
Dee Gee	K. C. Haner
Dei-Jean	S. Borden
Dena-D	Fred. J. Connors
Denny Boy	Harry A. Van Sickle
Donna Sue	Thos. J. Nemecak
Doris L	Barney Effie
Equinox	Clyde Winchester
Ethel	Geo. Buss

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Larry McDowell.....Commodore
Harold W. Mason Vice-Commodore
Dr. Elwood L. Schultz.....Rear Commodore
W. A. Ferris.....See'y-Treas.
 1233 Riverside Drive
 Los Angeles 31
MEMBER CLUBS
 Balboa Yacht Club
 Catalina Island Yacht Club

The Fairlene F. Roberts
 Fairwinds D. B. Brandt
 Flo Joe J. Holmes
 Francis Ann J. D. Barnes
 Freddie A. James J. Darcy
 Gee Gee Durward F. Reeder
 Glenda Lee Chas. F. Dudley
 Helenix Dr. R. B. Mullenex
 Ida Mae Mrs. Ida Mae Roy
 Janita C. Rotolo
 Janice "S" H. K. Stubbs
 Jean H. Oscar Roos
 Julie-Anne Andrew H. Krause
 Julie Joe Joe Ferrari
 Kay Bee Ray Koenig
 Laga Wm. McCarty
 Likora Frank C. Belt
 Linda Jane Eugene Lichty
 Little Bear L. F. Champion
 Loey L. T. Monson
 Lucile Lyle B. Jones
 Mandalay Robt. Green
 Marcia J. Wilbur Coahran
 Marian B. Liane Briggs
 Mar-Jea Robt. A. Crist
 Mary L. Paul Hutchinson
 Mercury Ernest Walters
 Mighty B. Rene Blanc
 Moro Geo. O. Stechman
 My-Ann E. O. Dypwick
 Nadador Frank Conde, Jr.
 Nel-Gene Eugene Burton
 Nepenthe P. R. Dooley
 Nomad Archie C. Chatterly
 Novia Lee O. Gragg
 Oh No James D. Eddy
 Olive "E" C. R. Spooner
 Patty Sue W. C. Merritt
 Pency Geo. R. Murdock
 Perk Up Wm. Burnett
 Placebo Dr. Franklyn D.
 Hankins

Ronnie V. Bob L. Vukich
 Ruble-Helen Helmer Eden
 Sea-Em Chas. D. Willits
 Sea Fox Dean C. Benter
 Sea Ora G. E. Shand
 Sea Que Winfred R. Goddard
 Selah Dr. Elmer Peterson
 Sereni Chas. Fry
 Shamrock Vincent Fiore
 Shamrock II John A. Donnelly
 Shangri-La R. R. White
 Silver Bell Robt. McConaghay
 Snorty Harvey Lehner
 Sonrisa R. A. Pellegrin
 Sueno Ed. Shafer
 Tahea Tommy Hayes
 Tempus Fugit Cecil T. Anderson
 10% Dale Watts
 Thor-Thel Thor Oden Severson
 Tom & Jerry Gilbert Farrar
 Tortilla V. R. C. Warne
 Treanne C. Lynn Willardson
 Twin B. John B. Tanner
 Two-Dot J. W. Martin
 U R 2 Jim Wattenbarger
 Uruguay Burton W. Russell
 Via Jero W. P. Kesling
 Vindora Fred Vinyard
 Volador Harry F. Armstrong
 Wahoo J. W. Ingle
 Wishbone Tom Clark
 Yanopah R. W. Storm
 Yaia Charles Kassier
 Yipley Paul York

TRANSPACIFIC YACHT CLUB

Los Angeles, Calif.

Donald B. Ayres.....Commodore
 Kenneth A. Carey.....Secretary
 930 Van Nuys Bldg.
 Los Angeles 14, Calif.

Boat Owner
 Chubasco W. L. Stewart, Jr.
 Circe Ray Cooke
 Destiny Preston Sturges
 Escapade D. W. Elliott
 Fairweather Fred J. Allen
 Four Winds Carl M. Heintz
 Gallant H. B. Wyeth, Jr.
 Gulmar J. G. Johanson
 Kurweva III Frank & John Livingston
 Lady Jo Louis J. Abrams
 Land Fall II W. F. Holcomb
 Lucia II Jose de la Vega
 Manuila H. G. Dillingham
 Medley Dean Harrell
 Monsoon D. H. Radcliffe
 Morning Star Richard S. Rheem
 Patolita Charles D. Wiman
 Resolute Ed Fabian
 Romni Brooks Gifford
 Sea Biscuit Lee I. Gale
 Sea Witch A. L. McCormick
 Skylark Donald B. Ayres
 Tasco Thomas A. Short
 Teton P. D. VanDegrift
 Water Witch L. deFremery
 Westward Robert S. Miller
 Westward Ho Jack & Bill Heisell
 Zodiak A. B. Cleveland

UNITED SPEEDBOAT ASSOCIATION

Los Angeles, Calif.

Ed Craven.....Commodore
 Bob Knapp.....Vice-Commodore
 Tom Mitchell.....Rear Commodore
 Jean Craven.....Secy.-Treas.

VENTURA SPEEDBOAT ASSOCIATION

Ventura, California

Joe Proctor.....Commodore
 Mrs. Margaret Proctor.....Secy.
 6292 E. Bell St.
 Ventura, Calif.

Boat Owner
 Atomic John DeRosa
 Beetle Bum Neil Underwood
 Chinook 2 S. H. Mageors
 Gotta Go Robert Peiffer
 Green Diamond Joe Proctor
 Hot Point Pat Freeman
 Inboard Leo Vanoni
 Miss Arlene Leonard Gates
 Miss Ojal Harold Clausen
 Miss Ventura Roy Gates
 Mr. G. Keith Garrison
 Rich-E. T. G. Richardson
 Sir Echo Calvin Graham
 Zebra Leonard Gates

VOYAGERS YACHT CLUB

P. O. Box 117
 Newport Beach, California

S. Clay Campbell.....Commodore
 Eugene R. Chambers.....Secretary
 3363 Olive St.
 Huntington Park, Calif.

Boat Owner
 Adelante Clark Smith, Jr.
 Agnes E. H. C. Erickson
 Allegro Wilbur S. Sargent
 Antigua Hal C. Ramser
 Argus Virgil Noe

Atelogo John S. Kellogg
 Audacious Richard Z. Logan
 Babien Alien T. Campbell
 Barcarole Dr. K. C. Clem
 Bold Venture H. Halbrook
 Calmar Oren D. Wade
 Cavu Homer Laughlin, Jr.
 Chantey L. H. Himmerlich
 Clymar IV Donald H. Hall
 C Sharp J. Henry Porter, Jr.
 Demoiselle Ed. D. Garrett
 Doubloon Wes. A. Bush
 Eenie Wm. L. Rawn, Jr.
 Es Velero James N. Gregory
 Farmers Daughter Hal R. Holtz
 Flyaway Harry W. Read
 Flying Cloud Thurman Brannon
 Freedom Shull Bonsall
 Ghost George Michaud
 Guiding Star II W. P. Boland,
 Jr.
 Henny Penny W. C. Kircher
 Hi De Ho Earl F. Swinehart
 Highlander Douglas MacIntyre
 Indifferent Fred B. Hunie
 Ingrid Lynn Pollins
 Intrepid C. E. Chapman
 Jeanna Frank B. Saunders
 Jo-Ja-Bo Geo. E. Silver
 Koala Robert C. McGwire
 Kolea Clifford Hakes
 Kyooquot Leyden L. Scott
 Kukri II Stuart D. Baird
 Lecky Charles Rollins
 Limey James Addams
 Lin-Ann Ralph Linhoff
 Little Dipper Eugene W. Wells
 Little Threep... Henry S. Perren
 Little Twitch E. C. Twitchell
 Maisha Homer M. Walker
 Makua C. B. Knickerbocker
 Manana Harold C. Scranton
 Meenie Robert D. Woodward
 Mickey Leonard Nevis and
 Fred Greenhall
 Miney Frank Thomas
 Mistress Dean H. Briggs
 Mo Chas. A. Rook
 Moana Wm. Vogel, Jr.
 No-B N. L. Barlow
 Papoose Jack Toon
 Pearl James Halliday
 Pipit Boyd R. Lewis
 Priority Sam Kaufman
 Question Mark Paul Homes
 Quissett John Freiburg
 Ranger Jack G. Helm
 Rendevous F. Les Mynatt
 Roja W. W. Mason
 Sabot Alvin Daniels
 Salty Walter E. Cole
 Scandia Heber C. Erickson
 Sea Foam Robt. Sweenhart
 Senorita Dr. R. E. Watson
 Shoosh II Glenn R. Rolland
 Soiano Donald C. Shannon
 Sonore F. Les Mynatt
 Southern Seas Frank Vialut
 Souvenir Steve Crosby, Jr.
 Sunbeam III Eugene R.
 Chambers

Sunde Richard Maddox
 Sunny Ours Ford Sammis
 Tamara H. L. Van Degrift
 Tina William R. Stott
 Trade Wind Gordon Hubbard
 Trade Winds II Ken Dickerson
 Triton Dr. John E. Rohrer
 Truant T. H. Hancock
 Valkeria G. A. Davidson
 Voyager Jack Nerdrum
 Wasp Arlie Tolouse
 Wasp S. Clay Campbell
 Wasp Steve T. Crosby
 Wee One S. Clay Campbell, Jr.
 Winola Ross Farnsworth
 Woodlark George C. Woods
 Zephyr II H. F. McCasland

WEST COAST YACHT CLUB

Los Angeles, California
Vernon S. Ruppert... Commodore
6440 West 80th Place
Los Angeles 45

Stanley O. Jacobs... Secretary
1586 Murray Circle
Los Angeles 26

POWER BOATS

Boat	Owner
Ann C.	Fletcher Wiley
Arley May	John E. Burrell
Bob-A-Dee	Frank Moyer
Cardel	E. L. Payne
Chalu	Charles R. Hawks
Dana Boy	Harry L. Brittain
Doncarel	Don B. Atkinson
Enchanter	J. L. Munson
Flying Kat	Sam Katzman
Gadabout II	Herbert Becker
Harmony	Art Williams
Irishman	Robt. W. Snow
Jerilu	Louis C. Viereck
Lady	Richard Dwyer
Lazy B	Robt. N. Lewis
Lazy Daze	Paul Williams
Merri-Tyme Dr.	Perry W. Hurst
Nada II	Chas. B. Gauss
Reveller IV	Frank C. Ruppert
Rita D II	Don L. Dotson
Rob-N-Rick	Robert F. Ingold

Satan M.	Wm. B. Beaty
Thunder Mug	Kenneth R. Thomas
Vamonos	Frank R. Collbohn

SAIL BOATS

Alycone	Don C. Wood
Andiamo	Morton Miller
Arlee-H.	Howard B. Cole
Arieray	Archie, Ray and Leona Schleicher
Blue Escape	James B. Hawley
Cashel	Norman Sonntag
Chalu	Robert W. Shay
Chiriene	Seymour Wagner
Cielito Lindo	Dr. George A. Snyder
Corsair	Robert Taylor
Cygnum	R. C. Ricketts
Delphine	J. G. Robertson
Destiny	Barney Kemp
Ding Hy	Geo. L. Fisher
Dolphin	D. Warren Jesse
Ebb-Tide	L. W. Cummings
Ectacy	Gene Boiling
Eventide	Stephen M. Newmark
Faith	Lawrence W. Baldwin
Flyaway II	Edmund G. Grant
Flying Scotchman	Porter B. Sinclair
Folly	H. E. W. Tinker
Francesco	Robert R. Leslie

Fun	William G. Read, Jr.
Gitana	Wm. F. Gettle, Jr.
Hilaria	Kenneth P. Schmidt
Hurricane	Stanley O. Jacobs
Idris	Don C. Lynn
Island Girl J.	Stanley Anderson
Laanal	Robt. W. Schilling
New Moon	Vernon S. Ruppert
Nirvana	Dr. A. R. Harlin
Peggy	John Isaac
Privateer	Ripley N. Baylies
Rambler	Samuel Leask, Jr.
Rowdy	Stanley Sunderland
Sabot	Alvin Daniels
Sealark	Clyde Gessler
Stormy	Hugh K. Wright
Susurro	Don Humphries
Tia Ara	Stanley R. Sage
Tomahawk	Robert Baskett
Vagabond Lady	Manuel Nelson
Wahine VI	Russell D. Hogan
Westward Ho	Mark Hulzman
Windsang	Capt. Stanley James Barde
Windsong	C. N. Enfield

WINDWARD BOAT CLUB

3702 Bayside Walk	
San Diego, California	
Mike Halloway	Commodore
Pat Halloway	Secy.-Treas.

Hawaii Yacht Clubs

HAWAII YACHT CLUB

Ala Wa Yacht Harbor
Honolulu, T. H.

Ernest Simmerer... Commodore
Rene Guillou... Secretary

1851 Ala Moana
Honolulu 15, Hawaii

Boat	Owner
Adair	William Braslin
Altair	Ed Tremper
Batchelors Wife	Byron Tanner
Carolina	Wilbur Gibson
Espirit	Joel B. Cox
Eureka	Sam Harris
Fairweather	Fred Allen
Fayth	Herbert Hall
Flyaway	Harry Read
Fugitive	Frank Fishei
Guiding Star	Stan Oberski
Hiki No	Ezra Parker
Holokai	Frank Bayard
Holomua	John West
Idie Hour	W. G. Smith
Iwalani	Frank J. Loncke
Kainalu	Bruce Carter
Kaloka	George Fleming
Kanawha	Ted Howe
Kitone	Ernest Simmerer
Lady Pat	Jim Cunningham
Lahela	Francis Brooks
Lei Naala	Virgil Diekman
Lio Kai	Bob Hill
Mahimahi	Ray Eismere
Manuwa	Harold Dillingham
Marinero	Forrest Strayer
Mary J.	Fred Ericson
Mermaid	Ralph Mesick
Molliliou	Stan Kochendorfer
Momi	John Farmer
Nanea	Rene Guillou
Nani	Jack Randall

Nehoa	Paul Hoff
Noname	Ralph Wolbert
Nordlys	Omar Darr
Ono	Bob Brilliante
Peggy	Sheldon Brady
Punahale	L. L. Meyers
Pupule Too	Jack Rosebrook
Rejoice	Clyan Hall
Rendezvous	Sam Emmes
Roberta, II.	Steve Ditchin
Sally B.	Frank Bishop
Sea Biscuit	Lee Gale
Sea Foam	Jerry Coe
Seven Seas	Clifton Johnson
Skip Jack	Bill Riddick
Teen!	Richard Sweet
Traveler	William Conklin
Tropic Bird	Hugh MacDonald
Typee	Richard Dole
Valkyrie	Fred Ericson
White Wings	Jack Brooklyn
Yankee	Irving Johnson

Maui	H. Rip Yaeger
Mikihale	W. R. Hawking
Nubbin	Cy Gillette
Poochie	Harry H. Hutton
Pookela	J. E. Ryno
Red Devil	H. N. Brundage
Suki	Robert Edmonson
Victoria	Philip Flak
Wikikiwiki	A. H. Myhre

KAUAI YACHT CLUB

Papallinhos	
Lihue, Kauai, T.H.	
Lyle Van Dresser	Commodore
Richard W. Davis	Secretary

WAIKIKI YACHT CLUB

Ala Wai Boat Harbor	
Honolulu, T. H.	
Owen Fowler	Commodore
L. H. Haus	Secretary
P. O. Box 1227	
Honolulu 7, Hawaii	

Boat	Owner
Anne	Arthur Myhre
Briny Marlin	C. B. Wilder
Kona	Owen G. Fowler
Lucky Star	H. B. Hobson
Manuwa	H. G. Dillingham, Sr.
Marla	Clarke Ward
Maui	Lt. Henry Yeager
Olga L.	Edward Sultan
Papoose	Fred McNamara
Maggie Jane	Philip R. Crum
Lanikila	Murray Youlin
Mahope	Ray B. Buisseret
Lio Kai	Tyree

No. California Yacht Clubs

AEOLIAN YACHT CLUB Club House Near Bay Farm Island Bridge

Alameda, Calif.

Dorr Mott Commodore
Jack Ehrhorn Secretary
2425-55th Ave., Oakland

POWER BOATS

Boat	Owner
Addie	J. F. Petersen
Bess	Gus Dorn
Betty	Chester F. Hacke
Betty G.	C. R. Ohlson
Cheryl Ann	Samuel Lee
Colleen	Wm. J. Besler
Comet	G. W. Deward
Fair Wind	Charles A. Thau
Gem	Ernest M. Perata
Genieve	A. H. & G. F. Bonstain
Hyak II	Val Corti
Jerrita	John M. Crawford
Jo-Del III	Roger Reed
Laura	Henry L. Fontaine
Lizzie M.	R. McNamara
Luana	T. Howen
Mary E.	K. G. Schwegler
Meco	Carl Monzo
Melerna	Ernest Giusso
Mine	Johan Carlisen
Miss Loretta	Romeo J. Ratto
Mizpah	A. F. Cordray
Mygal	D. F. & T. M. Lane
Nancy	John Jergentz
Narwhal	Deon Barker
Pam	E. H. Vandernallea
Philly-Jim	Dr. F. J. McQuaid
Princess	Russell Federspiel
Sea Hag	Charles Tecklenberg
Seamonger	Miner Chapman, Jr.
Toot	Edwin F. Stevens
Wreckless	Ralph H. Barrett
Yakima	Percy Gantt

SAIL BOATS

Ace	Jack De Mandel
Aeolus	Emerson Doble
Aldebaran	Robert Mott
Bairn	Bill Macaret
Balle	C. F. Roble
Bath Tub	Pax Davis, Jr.
Billiken	Wm. Ritter, Jr.
Chance	Ben Brooks
Chewink	Dave Warwick
Chiquita	J. Barker
Classie	C. B. Hutchinson
Countess	R. E. Waterlow
Cough Drop	Hart S. Smith
Cubuf	Richard Miller
Dauntless	Norman White & Walter W. Sandy
Dolphin	Sydney Foster
E. Z.	Emil H. Zeimer
Flame	Jack W. Ehrhorn
Friskie	Friedrich Bros.
Fun	Walter H. Lunardini
Gail Patricia	J. F. Cowling
Good News	Geo. Sundby
Heiml	Perry Charlton
Holganza	Donald J. Lawrie & Hamilton J. Lawrie
Hoyden	H. D. Trask
Hussy	Henry Blueler
Hvide	M. S. Green
Jeanne	F. V. Du Brutz
Kemah	Dorr Mott
Lanihull	E. G. Howell

L'Amigo	Stanley Jackson
L'il Eva	Dr. L. B. Atkinson
Marijane	Larry Knight
Marita	George A. Smith
Merrygale	L. D. Kizer
Mon Ami	Michael Vilasoff
Naia	Fred Waltz & Dr. F. H. Locke, Jr.
Natoma	Richard S. Flaherty
Oskie	P. Brazelton
Outward Bound	John K. Kent
Pampero	A. C. Silva
Penguin	Clarence Baptiste
Rascal	Aldo L. Pizzagoni
Robin	Richard A. Medcraft
Samoa	O. W. Ponten
Scalawag	Preston Short
Skaal	Charles Ayers
So-Slo	Duncan Tonningsen
Spade	J. E. Zeimer
Springbok	Arthur T. Harrison
Stormalong	B. S. Booth
Tempeast	Wm. Simpson
Te Rapunga	Capt. Geo. Dibbern
Tiamia	H. G. Stevens
Tipsy Too	Alton S. Lee
Tomeric	Lloyd Lawson
Truant	Nat Hawthorne
Trudy Jane	Warren C. Smith
Tyke	Jack Williams
Vireo	Peter Sutter
West Wind	B. S. Hanson
Zeph'r	James E. Leedy
Zoomp	Geo. Eastell

AMERICAN POWER BOAT ASSOCIATION

Region 11

Harold Guidi	Chairman
Edward Brown	Vice-Chairman
Bud David	Vice-Chairman
Kay Hallett	Secy-Treas.

5415 E. 14th St.
Oakland 1, Calif.

MEMBERS CLUBS:

Aquatic Sportsman Club
California Speedboat Association
Clear Lake Yacht and Boat Club
East Bay Boat Club
Fresno Motor Boat Association
Fresno Outboard Club
Lake Yosemite Power Boat Club
Madera Boat Club
Mariposa Boat Club
Modesto Power Boat Club
Northern California Outboard Association
Oakland Yacht Club
Redding Outboard Club of California
Rio Vista Boat & Water Ski Club
Sacramento Outboard Boating Club
Sacramento Speedboat Association
Sacramento Yacht Club
Saint Francis Yacht Club
Shear Pin Club
Solano Small Boat Club, Inc.
Tahoe Yacht Club
Yuba Sutter Boat Club

BERKELEY YACHT CLUB

Yacht Harbor
Berkeley, Calif.

Burton W. Adams Commodore
Wm. C. McCammon Secretary

Boat Owner

Aida	Dr. W. K. Lamb
Anacapa	J. E. Voerge
Blue Heron	G. Rogers
Connie	F. Andronics
Cub	W. C. McCammon
Dauntless	Arthur Kimber
Doris III	H. F. Ballinger
Dorylee	L. O. Carroll
El Dorado	R. M. Jewell
Elise	Dr. F. R. Burton
El-Vee	W. E. Holt
Gitana	R. S. Danforth
Holganza	H. J. Lawrie
Imp	M. D. Thaxter
Impulse II	Aaron Wachter
Intruder	J. Henderson
Java Head	E. R. Peterson
Lani	R. J. Bailey
Malabar, Jr.	J. A. Thomas
Maricia	F. A. Cutter
Mary E.	K. G. Schwegler
Moli Mola	A. L. Wetmore
Pegasus	Charles A. Pease
Sea Biscuit	L. I. Gale
Sea Breeze	S. Hinman
Sesame	Robert T. Evju
Sirocco	David Singman
Sunny	K. Prrip
Theresa II	Dr. B. W. Adams
Tyohra	Judge R. E. Hoyt
Wafts Time	W. Fulford
Windwagon	Dr. L. W. Kinsell
Yo Ho Ho	Lloyd D. Rees

CALIFORNIA SPEEDBOAT ASSOCIATION, Inc.

Doolittle Drive
Oakland, Calif.

George Wright Commodore
Kay Hallett Secretary

5415 E. 14th St.
Oakland, Calif.

CLEAR LAKE YACHT & BOAT CLUB

Box 286

Clearlake Park, Calif.

Dave Minor Commodore
Nina Fitts Secretary

CORINTHIAN YACHT CLUB Corinthian Island Belvedere, California

Aldo Alessio Commodore
Alfred Matson Secretary

POWER BOATS

Boat Owner
Aileen Dr. Ivan Budaeff
Al and Mc Edgar McHugh
Alouette Laurence G. Cardinal

Barbara D II	Dr. M. A. Danisch
Blue Heaven	Eugene C. Hoizkamp
Burp	Dr. Lolin McRae
Cardinal Chief	Dr. Wm. X. Okker
Character	Oyvin Gjone
Donhasta	Dr. Francis H. Romick
Dutch Miss	Wesley Costello
Erne Lee	Walter Zeiss
Georjean	G. J. Stapleton
Haploon	Herbert Luhn
Hog-n-Nog V.	Belden S. Gardner
Husky	Douglas Dorn
Irene	W. H. Nickell
J-A.	Jos. Andrews
Jubilee	R. E. Doyle
Lang Syne	R. Jerry Hooper
Laurette	Wm. C. Todd
Lavilla H.	Wm. Heaney
Luan Too	Carl Warden
Lure	Walter Breckenbach
Marvel Mar IV	C. M. Mowers
Mon Ami	Wm. McPartland
Nancy K.	A. E. Lewis
Norab	Baron Long
Patsy Jean	Dr. W. W. Greene
Prosit	I. W. Lundquist
Scarab	R. H. Papenhausen
Seal Cove	Dr. Geo. A. Watson
Sunday	R. E. Vander Naillen
Sunday's Child	Ben Alexander
Sunshine	F. C. McFarland
Teddy Ann	Ted W. Steiger
The Thing	Bud Howard
Thumper	Ray Raso
Traveler	T. B. Rickey
Vinna III	Allen Zeiss
Westra	J. P. Hays
Why Not	Allan C. Axford
Ydnas	W. A. McLean
Zipper	Elmer J. Towle
SAIL BOATS	
Adios II	Charles A. Langlais
Aida	Dr. Woodburn K. Lamb
Alert	K. K. Bechtel
Aloha	Dr. E. O. Thompson
Altura II	North Baker
Ann Onymous	Fred M. Jukich
Antidote	Henry Elckhoff III
Argo	John Loughlin
Bagheera	John Lord King
Barbara	Milton Tonini
Barefoot	Louis Macouillard
Bearones	Wm. Fisher
Biltzen	Dr. Stanley Erpf
Blue Sea	J. Wilhite
Boomerang	Frank Eagen
Booty	Harold F. Seal
Bora	Dr. Wm. C. Howe
Brer Bear	Don Presco
Bullrush	James Michael
Caprice	Dr. Melville G. Harvey
Chance	Benjamin Brooks
Chantey	Wm. H. Price
Chiquita	J. E. Lauten
Cirrus	Harry Birch
Confucius	Frank Higgins
Cotton Too	Terry Grew
Curlew	Howell T. Breece
Dago Bill	Wm. H. Baker
Dragon Lady	Chuck Squires
Due Sim	G. Guntll
Eight Ball	Bruce Easom
Fadeaway	Arch Monson
Fairwind	Ben F. Hall
Fiddle	John Thomas
Flurry	W. H. Capell
Foam	John D. Westerman
Francesca	John Woerner
Galivant	Hugh Betty
Geek	James Hurst
Ghost	Dr. Alan M. Hadden
Gladys N.	Dr. James Nuckolls
Gliassando	Chuck Squires
Goaling	Daniel J. Mazzetta
Harpoon	Hugh Jacks
Helcon	Ronnie Buist
Helen	A. Noble
Highland Brigade	Robert Vidmar
Huckleberry Finn	Richard S. Lowry
Hvide	M. S. Green
Igdrasil	H. Blair Johnston
International 14	E. H. Rodgers
Javelin	W. Burbeck
Jelly Bean	Dr. W. E. Bortfeld
Jewel	Wm. H. Spaulding
Jinx	Thomas E. Linney, Jr.
Joker	Robert E. Rohner
Kerry Dancer	Chester Helm
Kia Ora	Glen Foor
Koala Bear	Larry B. Kohler
Kuu Ipo	Jim Dianus
Lazy Moon	Wallace E. Scott
Little Dipper	Harry E. Richards
Lucky	Willis H. Sanburn
Lunette	Robert E. Rohner
Lurline	Alfred Matson
Machree	Loran Mebine
Maggie	Paul Fligour
Mani	Harold F. Seal
Miss Beans 2nd	Horace F. Hawks
Mistral	Dr. N. S. Pedersen
Mistress	Aldo Allesio
Moon Cat	Gilbert C. Wheat
Mui Kwai	Edgar Oden
Nanook	W. H. Capell
Nautigal	Col. W. T. Conrow
Niptue	Jack Loates
Oahu	Britton Rey
Ocho	John G. Tornberg
Opus II	Mettier Bros.
Oski	Dr. Clayton D. Mote
Pathfinder	Howard Truman
Patito	Dr. J. R. Jordan
Peggie	John Entwistle
Pickaninny	Leonard J. Doyle
Pogo	Wm. J. O'Connor
Poison	Henry Elckhoff III
Polaris	George A. Harvey
Polly	Phillip B. Wallace, Jr.
Princess	Forest Anderson
Ramona	Wm. A. Pomeroy
Ranger	H. M. Ferrell
Rebel	Mervyn Toynton
Renegade	George E. Johnson
Result	Allen B. Mitchell
Rhapsody	Robert L. Crowley
Riaho	Doug O'Hair
Ripples	Alan H. Clarke
Rojo	Wayne G. Smith
Romance	R. J. Hildreth
Sabrina	Dr. Kenneth L. Hardy
Saleema	Claude A. Sempi
Sans Souci	T. J. Lawrence, Jr.
Satyr	Rudy Lang, Jr.
Sea Drift	Phillip Thearle
Shrimp	L. A. Mersereau
Snipe	B. H. Bernhard
Snipe	Jas. H. Graham
Song of the Wind	H. D. Van Zandt
Sou'Wester	J. R. Schneider
Spook	W. J. Purdy, Jr.
Starlight	Ed McBain
St. Francis III	Dean Morrison
Stormalong	Waller Radcliff
Sumpin	T. G. Plant
Suzy Q.	Hugh Harris
Swish	Richard Queirolo
Tai Fung	Dr. B. T. Richardson
Tasco	Thomas A. Short
Tassa D.	Peter Hayden
Teal	Marin C. Matosich
The Shrew	D. Van Meurs & B. Duncan Ross
Tina	Sherman Peterson
Toot Nah Am	Nelson J. Howard
Typhoon	C. W. Guilder
Via Luna	John R. Adams
Viator	W. Harry Close
Viking	Dr. Norman Kaehier
Volante	Dr. Charles E. O'Brien
Wanderer	Dr. Raymond Curtner
Water-Witch	Leon deFremery
Westerner	Frank B. Drake
Williwaw	Gordon Helwig
Windrider	Dr. Edmond P. Halley
Winsockee	George F. McKenna
Windward	Geo. H. Tong
Wisp	Hiram W. Johnson III
Woo-Dip	David H. Pattison
Yankee	Arthur W. Ford
Yellow Jacket	John Ford
Zephyr	Yutaka Kuwatani
Zita II	Thomas P. Boyd
COYOTE POINT YACHT CLUB	
San Mateo, California	
Everett Stanger	Commodore
Neale Lewis	Secretary
116 Broderick St.	
San Francisco, Calif.	
POWER BOATS	
Boat	Owner
Alibi III	Chas. Hoffman
Any Sea	R. J. Pariani
Bay Roamer	Frank L. Silviera
Betty	Thomas J. Brennan
Carlene	Alvin J. Cheetham
Corsair	John L. Reinarts
El Wanda	Dr. T. C. Peterson
Flying Cloud	R. Harrison
Hi-Ya	Charles Helbing
Holiday	Andrew C. Byrd
Hoot Mon	Alex McIntyre
How Toy	E. L. Alpen
Isabelle	J. F. Ferreira
Jeanne	Robert Klose
Kaffetti	G. W. Klee
Lady Esther	Fred Bargioni
Linda Lew	Neale Lewis
Mardi-Me	E. Mitvalsky
Margerry	G. C. Cook
Mi-Mi-Z	Fenton J. Zehner
Noname	Robert Hardman
Sir Plus	Charles W. Jordan
Susan K.	C. A. Krohn
Sylvia	C. T. Maguire
Upchuck	R. Hoag
Vee Jay	H. R. Barrusch
SAIL BOATS	
Claissie	Everett W. Stanger
Conquest	R. J. Kanawake
Genog Taigoon	Ralph Leitner
Nonie	Svend B. Ruhe
Peer Gynt	Dr. Gordon Morrison
Sikrid	Jay L. MacFarlane
Spray V	John Hoey and Gerald Wagstaffe
Valkyrie	Gus R. Barth
White Wings	Ralph Leitner
DELTA YACHT CLUB	
Tule Island, 12 Miles West of Stockton on the San Joaquin River	
James Mortensen	Commodore
Everett H. Welby	Secy. Treas.
1200 W. Oak St., Lodi	
Boat	Owner
Ahalani	Manuel Serpa
Alibi	R. F. Stephens
Aloha	Bill Jensen
Amelia Marie	Theo. F. Brix
Audrey	Kenneth Adams

Betty F.	Roy Flood
Can-Can	Rudy Olsen
Cell-M.	Jim Mortensen
Charmyrt	Charles Hoffier
Chi-Chi	Ni Orsi
Cyn Jon	John H. Eagal
Debit	Barre Stephens
De-De II	George Nation
Dee Jay 4	B. J. De Jarnatt
Dukeen	H. I. Taylor
Ellen Jean	Harry Swanker
Enchanteess	Dr. C. J. Looser
Gay Lady	Lew Muth
Helen M.	Herman Mansfield
Jacaji	Dr. James A. Porter
Judith Ann	Roy Allen
Lady Joan	Jack Peters
Latest New's	Edward Fishel
Lila May	Howard Paddock
Lyn-Von	Dr. Lyn Blackmun
Mululiani	J. Donald Adams
Marauder	Geo. R. Beauregard
Memory	Howard Yeager
My Baby	Earl Glendenning
Nadene	Jack Curnow
Neval	E. Yocom & L. Franzel
Outlaw	Everett H. Welby
Pamela Sue	D. N. Dye
Prowler	Jack Benton
Robin	Chester Robinson
Ru-Lu	Dr. L. Ghiglieri
Ruth Q2	Dr. Henry Quinn
Skylark	Gordon A. Wight
Slu-Worm VI	Harold S. France
Tahoe	Joseph Gaestel
Toni H.	Dr. Hans Hartman
Walorjack	Wallace Hewitt
Wri-Lee	Jerry Lee

ELKHORN YACHT CLUB Moss Landing

Monterey Bay, Calif.

Lee Killion Commodore
T. Malcolm MacQuiddy Secy.-Treas.

P.O. Box 48, Moss Landing

SAIL BOATS

Boat	Owner
Aafje	L. Hitchcock
Curly "Q"	Fred Curl
Ducky	H. Schultz
Grey Goose	Harold Zook
Hostar	Carl Morton
Mad Cap	G. B. Perry
Mickey	R. Beresford
Querida	Kent Clark
Sea Hawk	I. B. Hawkins
Sea Mint	Elmer Hitchcock
Seaward	Commander J. P. Barron
Story II	A. Pettit
Sweet Sixteen	Knute Hansson
Waterlu	Fred Krug

POWER BOATS

Bel-Air	W. Lynn
Betty Boop	Harold Taylor
Canim	George Gaudin
Etta-Jean	Henry Clausen
Falcon	H. Sorenson
Guarani	Paul Anthony
Norma-Lee	A. V. Rianda, Jr.
Sunset	Harvey West

ENCINAL YACHT CLUB Foot of Grant St. Alameda, Calif.

Jack R. Donoviel Commodore
C. G. Jordan Secretary

Boat	Owner
Adon	Gordon Pritchett
Adyat	Herb Addison
Alma	Thomas Bolger
Ariel	Douglas Clark
Away	Van Sargeant
Blofly	Les & Bob Brown
Bud	E. T. Knowles
Bubbles	S. L. Barker
Countess	Raymond Waterlow
Don-O	Jack Donoviel
Gee Whiz	Richard Warren
Gimmick	L. Keith Padgett
Hi-D-Ho	Mrs. Frank Dowsett
Hi-Ho	Lem Sweetser
Keen Lady	Ed Evans
La Pulga	Jim Barber
Lucile	Howard K. Palmer
Mitte	Frank Stafford
Moth Ball	Don Staude
Peto Jr.	Peter Calpestrri
Pifft	C. V. Warfield
Pht-Pht	K. M. Eberts
Pink Crickett	Paul Westerhoff
Scalawag	Preston Short
Sea Gull	Joseph Kitterman
Sea Right	Alfred Cantor
Shanghai Express	Dorward Henderson
Sink	Don Manhard
Squall	C. Paxton Davis
Suzy	Charles Hanna
Swallow I.	Robert Minton
Taku	Stuart Stephens, M.D.
Tasco	Thomas A. Short
Trident	Chet Jordan & George Fulton
Windy	Walter Nyland

FORT SUTTER YACHT CLUB

2501-24th Street
Sacramento, Calif.George F. Watrous Commodore
Clark Ballard Secretary
P. O. Box 738, Broderick

Boat	Owner
Betsey Ross	Earl Schnetz
Bug-A-Boo	Alfred Giannini
Carol-Joe	Joe Enos
Champ	Curtiss Cutter
Comanche	Al Simonsen
Cora Belle III	Warren Taylor
Dal Joy	Dalton Feiststein
Doll Baby	Harold Enlowe
Glenessa	Glenn Fryer
Hukilau	Geo. Hollenbeck, Jr.
Idle Hour II	Geo. Watrous
Idle Hour III	Robert D. Shine
Idle Isle	Dr. Jack Cathcart
Invader	Ralph Lewis
Kuulipo II	H. Lee Worlow
Lorelei	Clark Ballard
Mabel Ann	Andrew De Wied
Malulani	Donald Adam
Marylphy II	Phil R. Hullens
Miss Chief	Oliver Boyer
Miss Jay Cee	Dr. John W. Creech
Miss Mist	Ernest Taylor
Molly Belle	Capt. Elmer Paulson
Piute II	Lamar Tribilco
Rainbow	Hans Hammer
Rovina	A. Alderson
Sandpiper	Carl Ruby
Shad II	Geo. H. Shadiger
Shangri-la	George Ruch
Shawnee	Charles C. Shaw
Spuchess	Donald Buttle
Squirt	Ed Beckman
Stevens	Carl Klein
Striper	Charles Hansen

SAIL BOATS

Amba	A. J. Caesar
Aria	Dick Miller
Bint	Michael Rich
Bonita	Wilfred Vosti
Cyretta	M. Fagundes
Jack Pot	Malcolm Bowers
Lanakoa	Jos. Rosenberg, Jr.
Lellani	Jeff Capell
Madeline	Capt. M. H. Schnapp
Navigator	Harold Baker
Nelly Bly	Harry Heyn
Pavanne	E. Ferrari
Pico	Manuel Fagundes
So Long	George T. Everett
Suomi Jr.	Arvid Johnson
Taba II	Rene Allemond & Verne Larson
Wing Ding	Robert J. Kelly
Xanadu	Geo. Young Jr.

Three Queens	A. N. Baty
Thunder Bird	R. E. Field
Water Buggy	Clarence Breuner
While Away	Ray Fontaine

GOLDEN GATE YACHT CLUB

Yacht Harbor

Foot of Scott Street

San Francisco, Calif.

Maxwell Williams Commodore
Alvin Buchignani Secretary
4390 26th St.
San Francisco, Calif.

HUMBOLDT YACHT CLUB

Mailing Address:

P.O. Box 680

Eureka, California

Neil R. Price.....Commodore
Larry King.....Secy.-Treas.

Boat	Owner
Clementine	Nell Price
Cornelia	Viggo Eriksen
Doc Yak	Burr Eastwood, Jr.
El Piso	C. S. Morris, Jr.
El Rey	Senator A. W. Way
Little Dipper	Dr. E. Fountain
Madame X	Granville Gillette
Mariner	B. McClosky
Mary Elizabeth	Tom Maxon
Misbehave	Larry King
Off Duty	Don Macpherson
Penguin	C. S. Morris, Jr.
Pilos	Locke McCorkle
Sally	John White
Salty	John White
Sinbad	N. Morgan
Sundowner	Larry King
Surprise	Monte Hansen
Sygnet	Margaret Hansen
Windsong	Jim Moore

INVERNESS YACHT CLUB
Inverness, CaliforniaDr. R. A. Scarborough.....Commodore
Frank P. Myer.....Secretary
Box 82, Pt. Reyes Station

Boat	Owner
Breeze	Dr. Robt. A. Scarborough
Calypso	L. S. Taller
Donald Duck	Donald Whittton
Ebony Angel	Harold R. Evans
El-Sa	Sam Jackson
Fatima	Tim McGowan
Fontenay	Howard Mel
Nipsey	Dr. Gunther W. Nagel
Pampas	Frederick H. Meyer
Pantywaist	George Childs, Jr.
Penguin	Malcolm Stewart
Silver Fizz	James S. Russell
Sorceress	Arthur and Robert Tellefson
Spindrift I	Eddie Richardson
Spindrift II	Larry Wright
Stew Pot	Douglas Stewart
Teal	Richard Wistar
Times-a-Wastin'	Dr. C. W. Barnett
Tony	J. D. Kilkenny
Trigger	Dr. R. A. Scarborough
Willawawa	Charles H. Merrill, Jr.
Zita II	Thomas P. Boyd

POWER BOATS

Ben-My-Chree	John W. York
Buelah	Ransom Cook
Blue Goose	C. H. Merrill, Jr.
Calypso	L. S. Taller
Crab Pot	Harold R. Evans
Donel	D. B. Abelseth
Helen	Mrs. William R. Childs
Je-She-Cyn	Dr. Keene O. Haldeman
Maggie G.	C. E. Gordon
Ma'mselle	Cleland O. Whittton
Pee-Gee	Thayer Hopkins
Shag	William Hall Thomson
Tumblewide	Walter Beckh

LAKE MERRITT**SAILING CLUB**

Oakland, California

Dick Queirolo.....Commodore
C. V. Warfield.....Secretary
1018 Union Ave., Alameda

Boat	Owner
Allegro	Wm. G. Ashcroft
Banshee	Lou Gerhardy
Bilge Water	Paul Brazelton
Birdie	Bill Weiman
Bobil	Bob Leet
Boom D. A.	Peter Newell
Bre-Z-Baby	Nancy Robinson
B-Sharp	John Logunetz
Burgie	Don Sundquist
Cantando	A. C. Bechtel
Chickadee	Al Anderson
Coo-ee	Henry McClear
Corto	Wm. H. Spalding
Cygnet	Harry DeWitt
Dotty	James DeWitt, Jr.
El Diablo	Alex Burnett
Flying Vandal	Jules Voerger, Jr.
Ginger	Marilyn Rogers
Gold Bug	Bob Carrick
Grrr	Shirley Howland
Hardtack	George Reiner
Hell Cat	Lin Bedinger
Her Nibs	P. J. Petersen
Hi Note	Ward Maitre
Hot Breath	J. Pierce Rex
Hustler	Harlander Brothers
Ickypuddle	Jack Mackinnon
Jigger	Beverly Keebaugh
Lawless	Herb Townsend
Lil Bull	Sheldon Myers
Lil Honey	Bob Texdahl
Lil Stinker	Jules Voerger
Melody	Terry Vick
Oski	Hugh Snook
Phantom	Paul Brazelton
Pink Lady	Elton Eddy
Pinwheel	James Warfield
Pixie	Margaret Newell
Poco	B. B. Brooks
Potsy	Chas. A. Tummonds
Purr	L. Latham
Renegade	F. M. Johnston
Restless	W. M. Johnston
Rogue	Patsy & F. M. Johnston
Rondelay	June Reiner
Savage	Bill Jackson
Scamp	Rod Saylor
Scotch Poem	Gene Patrick
Screamin Demon	Karen Warfield
Sea Witch	Mrs. Georgia
Serenade	Sandy
Shady Lady	Forest M. Johnston
Shoo Fly	Red Tompkin
Small Fry	Spade
Snooks	Dick Queirolo
Torera	Jack Ziemer
Ugh	Gene Anderson
Useless	Margaret Newell
Wendy	Forest M. Johnston
Westerly	Norm Bell
Whizzer	Don Bollinger
Wimpy	Jack & Craig Coker
Windbag	Lawrence Ustvedt
Winsomelass	Howard Moser
Yipes	Dick Queirolo
Zany	Dr. S. C. Cook
ZigZag	Bill Shaw
Zing	Don Goertz
Zoom	Frank Brazier

MADERA BOAT CLUB

Friant Dam

Alvie Wilkins.....Commodore
R. B. Brown.....Secy.-Treas.
100 North A Street
Madera, Calif.

Aqua-Cart	Louis Gomes
Blu-Gill	H. V. Shuman
Bonnie-Rae	Alvie Williams
Can-Do	Joe Gomes
Cats-Paw	Jack Larsen
Cherub I.	Richard B. Brown
Friend	Carl Cudd
Penny-Lee	E. Simonian
Play-Time	Dave Evans
Prospect	Mitchell Errecart
Rag-Mop	Earnest Sagoupe
Satan	A. Del Bone
Turmoil	Alvin Gomes
Vamos	Walter Gomes
Wild-Oats	George Williams

MARIN YACHT CLUB
San Rafael, Calif.Dr. M. N. Hosmer.....Commodore
T. C. O'Connell.....Secy.-Treas.
P.O. Box 90
San Rafael, Calif.**SAIL BOATS**

Boat	Owner
Adios II	Chas. A. Langlais
Alert	K. K. Bechtel
Alley Cat	Chas. A. Langlais
Birdie IV	Nich. Boyd, Jr.
Blue Sea	James Wilhite
Chinook	Hartwell Jordan
Gattita	Dr. A. J. Williams
Gulp	Thomas P. McCrea, III
Linnet	Thomas B. Crowley
Mickey	Ed. F. Halloran
Misfit	Robert E. Hosmer
Mistrail	Dr. Nicholas Pedersen
Panaces II	Dr. Geo. T. Reeve
Pattita II	Dr. Jesse L. Carr
Pee Tee	Peter Butler
Rival III	R. B. White
Skonk	Tracy W. Harren
Spray Pussy	Barrett G. Hindes
Swallow	Thomas McCrea
Tabby Cat	Barbara J. Hosmer
Toad	John O'Connell
Valero	Henry H. Brigham
Whiff	George S. Peterson
Whim	Kenneth K. Bechtel
Wood Pussy	Paul F. Stewart
Yank	Dr. Reuben Zumwalt
Yankee	Arthur W. Ford
Zita	Thomas P. Boyd

POWER BOATS

Almax II	Max T. Knesche, Jr.
Arequipa	E. I. Veitch
Chota Peg IV	Tracy Harron
Duna	Harry Robertson
Eagre	James W. Elliott
Eban Em	E. N. Baty
Extravagance	Arvid Norman
Hydout	Geo. Carney
Moorease	Jos. A. Moore
Myrral II	Ralph F. Walker
Noname	Maurice St. Gaudens
Sea Mist	Francis L. Cross
Seascape	Dan E. Landon
Sea Shanty	Henry Eickhoff, Jr.
Sunday	R. E. VanderNallen
Tot	Dr. Randolph G. Flood
Tomarie	Thomas F. Smith
Traveler	Thomas B. Rickey

MARINA YACHT CLUB

Alameda, Calif.

Emory Wehn Commodore
Maxwell P. Elliott Secretary
 1812 Encinal Ave., Alameda

SAIL BOATS

Boat	Owner
Adorabul	T. L. Langford
Alma	Tom Bolger
Blarney	Barney Nichols
Bouillon	W. S. Mitchell
Bullet	D. J. Hartsock
Bulloney	J. V. Barker
Bullieve Me	Leo Barker
Bull's Eye	S. V. Rogers
Bumblebee	M. P. Elliott
Caprice	T. Nason
Coho	Emory Wehn
Daring	W. B. Nichols
Doll-Lee II	G. Millard
FFFT	G. A. Sturtevant
Janbar	H. N. Eierman
K-Bull	W. H. Patten
Mahela	H. J. Schaeffer
Marcie III	H. J. Schaeffer
Mick	Sherman Rogers
Mobil	Bev Randall
Outlaw	D. M. Christie
Peggy	Ira Chapman
Rondolaire V	C. F. Briggs
Rondolaire VI	C. F. Briggs
Rondolaire VII	C. F. Briggs
Sailabull	J. H. Dalrymple
Sheila	Ray Abbott
Skipper	J. V. Barker
Squid	H. H. Perry
Tally Ho	Bev. Randall
Taurus	T. H. Nason
Toreador	M. E. English
Venture	John Linderman
Wee-Bairne	Hector Bucham
Wiki	R. L. Blunden

POWER BOATS

Angelo Mia	H. N. Eierman
At-Last	D. J. Hartsock
Dixie II	J. H. Dalrymple
Doll-Lee	George A. Sturtevant
Ellen B.	Wm. Bean
Fourjays	J. V. Barker
Gee-Gee	Bob Houglund
Gisha Girl	Jerry Byrd
Hi-Ho	Bev Randall
Princess	R. W. Federspiel
Stinkie-Too	Gill Aschom

NORTHERN CALIFORNIA OUTBOARD ASSOCIATION

B. J. McKinney Commodore
Alton A. West Secretary
 215 McKinley St.,
 Vallejo, Calif.

NORTHERN CALIFORNIA POWER CRUISER ASSOCIATION

Dan Boone Commodore
Paul C. Tracy Secretary
 2033 Baker St.
 San Francisco, Calif.

MEMBER CLUBS

Aeolian Yacht Club, Alameda
 Berkeley Yacht Club, Berkeley
 Corinthian Yacht Club, Belvedere
 Coyote Point Yacht Club,
 San Mateo
 Delta Yacht Club, Stockton

Fort Sutter Yacht Club,
 Sacramento
 Golden Gate Yacht Club,
 San Francisco
 Marin Yacht Club, San Rafael
 Oakland Yacht Club, Oakland
 Palo Alto Yacht Club, Palo Alto
 Pittsburgh Yacht Club,
 Pittsburg

Point San Pablo Yacht Club,
 Point Richmond
 Richmond Yacht Club,
 Richmond
 Sacramento Yacht Club,
 Sacramento
 St. Francis Yacht Club,
 San Francisco
 San Francisco Yacht Club,
 Belvedere
 San Rafael Yacht Club,
 San Rafael
 Sausalito Cruising Club,
 Sausalito
 South Bay Yacht Club, Alviso
 Stockton Yacht Club, Stockton
 Vallejo Yacht Club, Vallejo

Hobby II	T. L. Halcrow
Hunter	Dr. Joseph Cleri
Idle Hours	F. J. Campbell
Jump	Frank Pate
Jolly Jo Ann	F. W. Shaw
Jupiter	George Driver
Kailani	J. W. Jessie
Lady Beth	A. C. Quintal
Lady Daisy	George I. Peterson
Lazy Gal	C. E. La Boyteaux
Loa	R. C. Cooley
Manu Kai	M. R. Storm
Mariness	Bert Tuckey
Mar-Jay	J. E. Pelletier, Jr.
Martha Ann	R. E. Stewart
Minnie M.	J. W. Morrison
Mirk II	Leroy McKissick
Miss Colleen	Frank E. Owens
Muggs II	P. J. Van Nostrand
My-Dee-Jay	Dr. C. H. DeVaul
Nan El Oh	M. B. Holeman
Pat Pending	A. D. Owen
Questa	E. P. Ray
Ruth Marie	U. B. Lee
Sea Ray	W. R. Aydeleh
Sea Siren	H. A. Tildesley
Sea Stag	J. W. Johnson
Seelert II	T. J. Seebek
Seaco II	W. Ahnstrom and H. Perl
Sierra	H. E. Settle
Sprig	F. J. Federighi
Stardust	Ben Celli
Tan Jo III	Harry W. Wood
Tawah V	Bruce Wilson
The Warrant	Gordon Bennett
Trimmership	R. W. Breuner
Two Charlies	C. A. Watts
Walorjack	W. W. Hewitt
Weco	Charles Winslow
We Three	Ivan R. Brandt
Whimsey	Robert Philippi
Why Walk	G. H. Olsen

PACIFIC INTERCLUB YACHT ASSOCIATION OF NORTHERN CALIFORNIA

Harry Barusch President
 1360 Washington St.
 San Francisco, Calif.
John W. Brison Secretary
 1306 Marine Ave.
 Albany, California

Member Clubs:

Aeolian Yacht Club
 Berkeley Yacht Club
 Corinthian Yacht Club
 Coyote Point Yacht Club
 Delta Yacht Club
 Elkhorn Yacht Club
 Encinal Yacht Club
 Fort Sutter Yacht Club
 Golden Gate Yacht Club
 Inverness Yacht Club
 Lake Merritt Sailing Club
 Mar Bay Boat Club
 Marina Yacht Club
 Marin Yacht Club
 Oakland Yacht Club
 Palo Alto Yacht Club
 Pittsburg Yacht Club
 Point San Pablo Yacht Club
 Richmond Yacht Club
 Sacramento Yacht Club
 San Francisco Yacht Club
 San Joaquin Yacht Club
 San Rafael Yacht Club
 Santa Cruz Yacht Club
 Sausalito Yacht Club
 Sequoia Yacht Club
 South Bay Yacht Club
 Stockton Sailing Club
 Stockton Yacht Club
 St. Francis Yacht Club
 Vallejo Yacht Club

Alice Alex. Ruxton
 Aloyd Lloyd Lundstrom
 Amy K. Rev. W. H. G. Batterhill
 Barb-E-Jim Judge James G. Quinn, Jr.
 Bounty Elmer White
 Cardinal Chief Dr. W. X. Okker
 Carol Marg C. L. Scott
 Doll-Lee G. L. Sturtevant
 Eleanor Earl Cooper
 El Rue L. D. Copeland
 Ernida E. Koekritz
 Happy Days W. W. Swain
 Hop Hi Edw. Hopkins

PALO ALTO YACHT CLUB
 Moyer S. (Tommy Thompson
 Commodore
 Mark C. Nesbit.....Secretary
 2500 Embarcadero Road
 Palo Alto, Calif.

POWER BOATS

Boat	Owner
Alouette.....	L. G. Cardinal
Caro-Lene.....	M. E. Bradford
Casa de Perro.....	George S. Center
Coco III.....	Manuel Adron
Debbie.....	J. deBonnett
Folly.....	C. L. Cummins
Gleneva.....	G. D. Cox
Johanna.....	Howard C. Smith
Ladyjo.....	C. G. MacLachlin
Lady Ruth.....	H. X. Baxter
Larwyn.....	L. L. Tucker
Mary Pam.....	R. L. Wilson
Melody.....	Harvey Darnal
Rock Sea.....	R. Setrakian
Seven Bells.....	E. G. Mills
Skal.....	E. H. Barker
Silgo II.....	J. S. Fletcher
Swoose.....	W. G. Dandy
Umbrago.....	A. Sparacino
Waterlark.....	N. D. Nelson

SAIL BOATS

Abigail.....	J. L. Frank
Barfly.....	H. G. Jones
Blue Waters.....	Dr. C. H. Ellertson
Bumper.....	Phil Bodley
Chamaco.....	John Kelly
Charm.....	Charles Martin, Jr.
Chip.....	Harold Pond
Chou Chou II.....	R. G. Robinson and Carlton Bioletti
Circus.....	M. S. Thompson
Dauntless.....	H. L. Pond
Duchess.....	W. A. Laine
El Diablo.....	Alex Burnett
Embee.....	Geo. V. Brumbaugh
Freya.....	William Smith
Fricka.....	Alex Burnette
Gaye.....	W. H. Schetter
Gosling.....	L. Kanninen
Gwylian.....	H. Rogers, Jr.
Janet.....	W. C. Black, Jr.
Joho.....	J. C. Houghteling
Lady Bug.....	Dr. M. M. Stangeland
Leprechaun.....	Jeff Tucker
Lil'-Injun.....	P. D. B. Perham
Lil' Nub.....	E. B. Gray
Lil' Swish.....	John Jenks
Lui-Wor.....	R. W. Bybee and Ferd Luscher
Mab.....	Peter J. Gambetta
Mai-Tai.....	Margaret Price
Melody.....	Ernest G. Mills
Missy.....	E. H. Oxendine
Moana.....	Frank Banham
Muchacha.....	F. B. Sutton
Nancy Ann.....	Dr. Ward Cooper
Norsaman.....	H. W. Wyckoff
Nubbin II.....	E. B. Gray
Pengnquin.....	Robert Penn
Pet.....	Ed. E. Hardy
Petunia.....	Edward E. Hardy
Rhapsody.....	B. H. McDonald
Sansador.....	Donald G. Hellier
Shillalah.....	Dr. L. J. Pingree
Skal.....	Harry Aumack, Jr.
Socorro.....	R. W. Caspers
Sonata.....	Gordon Strawbridge
Spindrift.....	Jarvis Gates
Spunkie.....	Dr. M. M. Stangeland
Suds.....	H. M. Barnes
Tenaya.....	Alex Burnett
	and David Harrington
Ting Hoo II.....	C. L. Watson
Tomboy.....	Dr. M. L. Carter
Tradewind.....	J. W. Baker
Trixie.....	John Jenks
Truant.....	C. P. Steinmetz

Vanguard.....John Hartsock
 Vixen.....Merton Price
 Wink-Tal-Pooh.....Geo. F. Cleese Jr.
 Wreck 'Em.....John W. Elwood, Jr.

Mary E.....K. Schwegler
 Susie C.....L. B. Cooper

SAIL BOATS

Ad Lib.....Ronald Banducci
 Apache.....Howard D. McKinstry
 Banshee.....Ralph Call
 Barnacle Bull.....W. W. Lawrence
 Bear Cat.....Ronnie and Wanda Zatta

Big "C".....Jane Claussen
 Buffalo Bull.....Kathryn Lawrence
 Barnary.....H. W. Sage
 Bull by the Horns.....J. W. Brison
 Bullion.....Bud Coxhead
 Calypso.....Fraser M. Cole
 Charley Horse.....Charles English
 Cheewink.....Dave Warwick
 Cinnamon Bear.....Martin Kenoyer
 Cirrus.....Don Gruter
 Colleen.....Me G. Moore
 Cotton Bull.....G. S. Miller
 Cow Slip.....Anne K. Fox
 Cubana.....Art Buflinich
 Cupid.....Don Pierce
 Cyndy.....Arthur Eastell
 Fancy Free.....Norvin and Irene Nichols

Fanny Dunker.....Ralph Call
 Fenie.....Gene Smith

Ferdinand.....J. B. McCarthy

Fleet V.....Chas. Stocker

Four Seas.....Wm. H. Claussen

Frolic.....W. H. Peterson

Fun.....Gordon Rule

Point San Pablo Yacht Harbor.....Walter Lunardini

Richmond, California.....Bob Canier

Ginger.....Ray Chubb

Golden Bear.....Bill Curtis

Heron.....Robert C. Williams

Ho-Hum.....J. D. Vincent

Holliday.....E. B. Coxhead

Hop-Scotch.....J. A. Vincent

Hussy.....Robt. Fraser

Impulse II.....Louis T. Flagg

Jack Pot.....James Walker

Janet.....Wilson B. Cosby

Jato.....A. Eastell

Java Bear.....Frank and Dorothy Bilek

Jigger.....Claudia Ross

Joyabull.....Joy Buflinich

Joy Three.....J. B. Reichert

Kblif.....Les R. Winetrost

Kelo.....Richard McCarthy

Kelpie.....Clinton R. Edwards

Kuu-Ipe.....Robert and Lisa Miller

Kuuiipo.....Dorothy Orrick

Kuu-Ipo.....Robert and Lisa Miller

La Bevue.....R. Palmer Miller

Lark II.....L. A. Dempsey

Lil' Dogie.....Francis K. Fox

Little C.....Wm. Claussen, Jr.

Lobo Solo.....Darrell Morehouse

Lost Time.....Bob Korb

Magic Carpet.....Cale and Mildred Cook

Mama's Mink.....John Carey

Meme.....Chas. F. Copeland

Mist.....Dr. Arthur Rice

Nautigal.....John Hallander

Nemo.....Harry N. Jacobs

Nereid.....John Stauff

Oski.....Clif Cox and Paul Brazelton

Pagan III.....Chris Gasparich

Pajara.....Wes Becket

Pall.....Charles Matson

Panda.....W. J. McCutcheon

Pantywaist.....Geo. Childs, Jr.

Pari Too.....R. H. Elliot

Pinafore II.....George Childs

Pola.....Robert W. Wolfe

Ripple.....Carter Squires

Ripples.....Allan Clark

Robert M.....R. M. McCarthy

Sadi.....John F. Serex

PITTSBURG YACHT CLUB

J. R. Rule.....Commodore
 Thomas Hopper.....Secretary
 177 Jimmo St., Pittsburg

Boat

Boat	Owner
Amelia Mae.....	A. L. Rodgers
Bernice M.....	E. L. McMullens
Dana.....	Ray Leighter
Flamingo.....	Joe Antrobus
Irene.....	L. L. Ball
Judy Rae.....	A. V. and Archie McFaul
Lady Lu Ann III.....	Frank Noia
Marlene B III.....	Lee Banister
Nena.....	J. R. Rule
Pirate.....	Dr. E. L. Lore
Vincie.....	C. B. Brooks

POINT SAN PABLO YACHT CLUB

Point San Pablo Yacht Harbor.....Richmond, California

Vernon P. Neilson.....Commodore
 Glenn D. Seaman.....Secretary
 3014 Ulloa St., Richmond

Boat

Boat	Owner
Andrea.....	Vernon P. Neilson
Cortita.....	H. Beisch
Cypress.....	Geo. D. Washburn
Dragon Fly.....	A. B. Bruck
Dragoon.....	Lawrence Vanuccci
Gail.....	Hugh W. White
Gypsy.....	A. G. Speed
Gypsy A.....	William R. Abbey
Hazel Ann.....	A. J. Roy
Hop Hi.....	E. J. Hopkins
Husky.....	Douglas Dorn
Jay Bird.....	H. M. Watson
Lorma.....	Jerry Cherin
Lucky Lady.....	Jerry Ryan and Kenny Halinan
Mac-Bea.....	R. M. McKee
Mac-Bil.....	Wm. L. Hutchin
Mary Kay.....	H. Barusch
Maryna.....	Manuel Serna
Maryna.....	M. R. Serpa
Orel.....	E. Orloff
Pebble Bob.....	Robert T. Sharp
Peg II.....	A. Ralph Coons
Roch Sea.....	John M. Erkelens
Roel.....	Al Cortese
Sarah Ann.....	R. G. D. Boone
Sharmel.....	Albert A. Rembold
Skunk Hollow.....	C. Rumetsch
Suinaru.....	Leroy Euranius
Tillicum.....	Harry J. Greenlees
Tradewind.....	H. G. Heiney
Vagua.....	A. J. Yankauskas

RICHMOND YACHT CLUB

Richmond, Calif.
 Walter Luckert.....Commodore
 John Brison.....Secretary
 1306 Marin Ave., Albany, Calif.

POWER BOATS

Boat	Owner
Alice M.....	R. Cooke
Bonnie Alice.....	George H. Johnston
Dored.....	Ed A. Wilkins
Gay Roger.....	G. H. Glaefke
Helena.....	Charles L. Peterson

Scherzo..... Hal Cunningham
 Shadow..... Lon Price
 Smoothie Too..... George H. Schudt
 Spree..... Robert J. Miller
 Teddy Bear..... Douglas Boswell
 Tico..... Ira Cole
 Truro..... J. Warren Manuel
 Vixen..... Dave Warwick
 Von Von..... Walter Luckert
 Wiki-Wiki..... John D. Reader &
 Walter J. Tait
 Wisp..... Bruce Rice
 Yo-Ho-Ho..... Lloyd Rees
 You Too..... Peter Hurst

**SACRAMENTO SPEEDBOAT
 ASSOCIATION, INC.**

Route 3, Box 1148
 Sacramento, Calif.

John L. Morrow..... Commodore
 Carmel Paczoch..... Secretary

**SACRAMENTO YACHT
 CLUB, INC.**

Frank Metzker..... Commodore
 Claude L. Purvis..... Secretary
 3772 Jeffery Ave.
 Sacramento, Calif.

Boat	Owner
Al-Em-Pat	E. W. Read
Alder Jack II	C. P. Callaway
Barbara Lee	E. S. Keene
Blanch E.	Harold G. Eichler
Cathy C.	F. Carlson
Caralett	Alex Vitzian
Ca Va	F. B. Shearer
Chamarr	Charles E. Bost
Cherokee	Walter Hamel
Chris Craft	Ed. Beckman
Consort	Cameron V. McKillop
Consort	Francis Cook
Delta Princess	G. Jahning
Do-Anne II	Hal A. Eastman
Dot	Warren L. Hollern
Elgeo	G. K. Ramsey
Evelyn C.	H. Cameron, Jr.
E-Z	J. E. Barton
Flying Cloud	Geo. K. Ramsey
Frajen	F. D. Metzker
Frolic	Pat Patton
Gee-Bee	B. Lampert
Gem	E. Mason
Gerrie II	A. T. (Del) Hay
Highlander	W. Bruce
Hornet	Al Nielson
Humbug	B. H. Willson
Ida E.	P. L. Andrieu
Idle Hour II	Riley W. Wolcott
If-n-Wen	Geo. F. Watrous
Invasion	Jack W. Chasser
Irene	R. H. Lewis
Jackie	W. H. Nickell
Jamboree	Russ Clifford
Jay-Dee	John Aupperle
Jeatom	J. Carlaw
Kozy II	G. Hodgkinson
Kuulipoo	L. F. Irish
Lady Gertrude	Lee Worlow
Lady Luck	H. Vonderhelde
Lady Luck	L. Stewart
Lorelei	W. L. Stewart
Malulani	Clark Ballard
Mar Jan	J. Donald Adam
Marjie Ann	E. J. Larson
Marphy	Ed Stadler
Mary T.	Phil R. Hullin
Meddier	Chas. Lehman
Meddier Jr.	A. J. Mathias
Mina E.	A. J. Mathias
Miss Mist	Wm. E. Bailey
Miss Pat	E. C. Taylor
Missy Too	Charles L. Bowman
Molly Belle	J. A. Paulsen
Moonlane	K. L. Carter

Nancy M..... S. Smith
 Nita..... Mel Jones
 Patsy..... H. F. Penney, Jr.
 Pelican..... R. N. Samson
 Piute II..... Lamar Trebilcox
 Ramona..... J. H. Jumper
 Rescue III..... H. B. McGill
 Roy Ann..... O. C. Brister
 Rovina..... A. Alderson
 Sally June..... Glen Nagle
 Sea Foam Dr. Wm. V. Patterson
 Spike..... A. W. Simmonds
 Spindrift..... C. E. Oliver
 Spoonbill..... Hal A. Eastman
 Squirt..... Ed. R. Beckman
 Susie..... Wm. A. Hurst
 Sweeper No. II..... John R. Reid
 Theresa C..... H. H. McGinnis
 Three Beers..... Leon K. Beers
 Three Beers..... Dan Beers
 V. I. B..... O. R. Lirsch
 Victor I..... J. D. Connor
 Viking the 2nd..... Niels M. Alling
 Viking the 2nd..... Ken G. Hansen
 Widgeon..... R. G. LaNoue
 Wild Goose..... Richard J. Vernon
 Yen Run..... R. Nursey
 Zusan..... J. H. Shinn

Spray..... J. E. Klopfer
 Tomarie..... Thos. E. Smith
 Valkerie..... J. M. Etienne
 Wa-Me..... Philip B. Wallace
 Zipper..... E. J. Towle

SAIL BOATS

Adios II	Chas. A. Langlais
Ah-Me-Go	Dr. Mel Harvey
Alert	Kenneth Bechtel
Ailey Cat	William Langlais
Angel	Robert Ziegler
Attorrante	J. A. Gurley
Banshee	John Cumberpatch
Biliken	Wm. Ritter
Birdie IV	Nick Boyd
Blue Sea	James Wilhite
Bullship	Arvid Norman
Chips	John Mataramas
Conejo	Ken Davis
Coquette	Wm. Pettersson
Cotton Blossom	Wm. A. Hewitt
Cuckoo	Pat J. Kirrane
Cyndy	Mathew C. Jenkins
Dream	Robt. E. Power
Escapade	D. W. Elliot
First Today	M. C. Jenkins
Flicka	Schuyler Hunt
Flying Cloud	D. W. Macdonough
Gallivant	James Hervey
Gremlin	Anne B. Williams
Hanahull	Geo. T. Fleitz
Helaine	C. S. Crittenden
Humming Bird	Harry S. Young
Hussy	Dr. J. C. Campbell
Irish	H. C. Riley
Jade	Donald F. Baldocchi
Joker	John S. Straub
Jolly Roger	L. N. Slater
Kalona	F. D. Heastand
Leilani	Dr. Edwin L. Bruck
Lucky	Barre Stephens
Marilen	Dennis Jordan
Mar-Jay II	Howard Hurst
Marybeth	W. S. Heger, Jr.
Mercury	Jess E. Dabner
Mist	George A. Innes
Mistral	Dr. N. S. Pedersen
Morning Star	Richard S. Rheem
Music	Peter Schoonmaker
Nautilus	James Ottley
Nepenthe	Dr. Henry Randel
Patita II	Dr. Jesse L. Carr
Patito	Dr. J. R. Jordon
Polly	Patrick J. Kirrane
Puffin	Claude Witzel
Rascal	L. B. Carr
Rhapsody	Russell C. Taylor
Riaque	T. H. Rice
Rival III	Raymond B. White
Runa IV	Dr. Petty A. Bonar
Satisfaction	Robert J. White
Scherzo	Dr. Henry A. Randel
Shawnee	Eugene Bennett
Skonk	Tracy W. Harron
Stardust	Edward Dillard
Starlight	P. Schoonmaker
St. Francis III	Dean Morrison
Spray	J. E. Klopfer
Surprise	D. W. Macdonough
Sweet Sixteen	Walter Franz
Tasco	Thomas A. Short
Toupee	Robert J. White
Ulalame	M. G. George
Varuna	U. S. Navy
Volante	Dr. Chas. E. O'Brien
Water Witch	Leon de Fremery
Wench III	Geo. T. Fleitz
Westerner	F. B. & W. G. Drake
Whiff	L. N. Slater
Whisper	F. Somers Peterson
Wind Rider	Dr. E. P. Halley
Windward	C. R. Tobin
Windy	Doug W. Compagno
Yankee	John Ford

ST. FRANCIS YACHT CLUB

The Marina
 San Francisco, California
 Arthur W. Ford..... Commodore
 George F. Carney..... Secretary
 309 North St.
 Sausalito, Cal.

POWER BOATS

Boat	Owner
Adventuress	Thos. W. Gilboy
Alibi	R. R. Stephens
Alice	A. Ruxton
Almax II	Max Kniesche
Amelia Marie	Theo. F. Brix
Annette	G. L. Carrico
Arequipa	E. I. Veitch
Bar Boy II	Col. K. W. Slauson
Canim	G. C. Gaudin
Chota Peg IV	Tracy W. Harron
Eager Empire	H. A. Dutton
Elizabeth Sueann II	Les Vogel
Enchantress	C. W. Burchett
Extravagance	Arvid Norman
Garco	Thos. R. Gardiner
Getaway	L. G. Rondelle
Gosling	Ellis J. Arkush
Grayling	William J. Gray
Happy Days	W. E. Jones, Jr.
Hen-Dee	Henry Bender
Hydout	George F. Carney
Indolence	Comdr. M. L. Smith
Kennylee	W. B. Swett
Kin Ora	Charles H. Cook
Luana	Arthur C. Marony
Luita	Howard H. Hurst
Marlin	Edward Lowe
Mar Joy	George W. Reed
Marquita	George A. Oppen
Misguided Missie	Bruce Dohr
Misinformed	Robert Setrakian
Miss Ann	Chas. L. Crary
Moorease	J. A. Moore
Muggs	P. J. Van Nostrand
Nenita II	Edward J. Dillard
No-No	C. G. Paulus
Oriesown II	S. Orie Johnson
Pee Kay Too	Paul Koss
Prosit	Jefferson Doolittle
Rocket	Charles H. Cook
Rustelle	Dr. R. C. Ryan
Safari	Coulter McKeever
Sancardel	Adrian I. Bos
Sea Gal	Herman Hogrefe
Sea Drift II	Jas. Orr
Sobre Los Olas	Francis H. Crosby
Spoonbill	Daniel O. McLean

SAN CLEMENTE BOAT CLUB

San Clemente, Calif.

Robert Calbeck Commodore

THE SAN FRANCISCO YACHT CLUB

Belvedere, Calif.

Dr. Paul deSilva Commodore

J. E. Younce Secretary

266 Bush St.

San Francisco 4, Calif.

SAIL BOATS

Boat	Owner
Ah Fu	Roger Eldridge
Ah-Ha	Virginia M. McCormick
Ah Sin	Frank Wosser
Alegre	Eleanor E. Finch
Atlasta	Charles Fleischman
Aurora	Ed Evans
Be Bop	Dr. Robert Dickson
Billiken	W. Ritter
Blue Peter	Maxwell R. Bemkert
Bottoms Up II	Homer Sisk
Buoyant Girl	Dr. Harold Rosenblum
Dolce	James J. Daley
Dort	John G. Glasson
El Diablo	Heston Wilson
El Toro	Walter H. Levison
Falcon	Harry B. Allen
Feather	Ralph E. Buchan
Firecrest	Malcolm Dewees
Flamingo	Al Hayman
Fledgling	H. M. Stafford
Flurry	Betty Knudsen
Flying Cloud	Charles W. Welch
Fox	Evan T. Pugh
Gael	Joe Neil
Gall V	Tom E. Goodwin
Gitana	R. S. Danforth
Gremlin	Dr. Robert McNaught
Hanaloa	Allen M. Olinger, Jr.
Harawest	H. M. Atkinson
Hula Gal	Henry J. Frien
Jan	M. B. Bowman, Jr.
Kalona	F. D. Heastand
Kestrel	Thomas Fleming
Kittiwake	Dr. Emmet L. Rixford
Kitty-Maru	Suzanne Wells Blanchard
Kodiak	Dr. Paul de Silva & Richard Hyer
Kon-Tiki	Walter S. Levison
Laksen	Paul A. & Carl A. Pederson
Lanakoa	Joe Rosenberg
Linnet	T. Crowley
Little Heathen	C. Gasparich
Loa	Dr. K. L. Schaupp
Lorae III	Chas. S. Perry & Roy J. Land
Lucky "13"	Nancy Bernheim
Madeline	Dr. E. D. Mervy
Makai	C. Hitchcock
Marget	David Lee Chadwick
Marybeth	W. S. Heeger, Jr.
Mavis	Dr. W. P. Goddard
Merlin	W. M. McKay, Jr.
Me Too	W. F. Black
Mickey	E. F. Halloran
Moon Cloud	James M. Kennedy
Moonlight	Albert Di Grazia, Jr.
Moon Maid	John H. Mahoney
Moose	M. F. Allende & D. C. Barbour
Nip	Malcolm H. Finley, M.D.
Ops	Dick Stephens
Pagan III	Chris Gasparich
Pajarita	Derk R. TeRoller
Petrel	John F. Card
Renegade	Barney Glaser
Reveille	Leonard James
Rhapsody	Bruce McDonald
Risque	Ernest Nunes

Robert M. R. M. McCarthy

Romp Hugh Rose, M.D.

Samarang William H. Love

Sea Otter G. Z. Robinson and A. H. Dakin

She Dr. J. H. Flint

Skylark John H. Heden

Sonata G. Strawbridge

Sonja Paul Naton

Stat Arthur F. Thompson

Stella-Maris Robert Forkner

Stormalong John Heddon

Teenamoo II R. C. Croker

Threadbear Richard V. Hyer

Tillicum K. Craycroft

Towhee Jo Paul Sweeney

Trade Winds Melvin E. Hedborg

Valkyrie G. R. Barth

Vandal John Martin

Velero Henry H. Brigham

Westwind Wm. A. Bellamy

Whale Hugh Rose, Jr.

Whip Al DiGrazia

Widgeon Henry Newman, M.D.

Windigo John H. Hawke

Windward Robert Boat

Windy Stanley Perry

Winnie-Poo Frank S. Schiff

Wood Duck Dr. W. F. Swett

Yanthey Dr. E. R. Bowman

Yellowjacket W. T. Selbach

POWER BOATS

Boat	Owner
Abby-Bev	M. Peira
Allima	Albert Goodwin
Almaine	Dr. Robert C. Zeiss
Almalita	A. R. Raggio
Al-Rus	R. Perkins
Ambassador	C. L. Jordan
Amigo	Myron E. Horas
AnnEd	Edward J. Searing
Argo	V. E. Reames
Barnacle	Peter H. O'Tools
B. B. Sez	H. R. Bauman
Beekay II	Lloyd A. Kron
Bobby J. III	M. J. Soldavini
Buccaneer	J. M. Edwards
Carr-Go	Ernest Carr
Cathie	R. Beatty
Charlene	Steve Gordon
Chinook	Edward Goodman
Clara Bill	H. R. Johnson
Fabar	F. Allanby
Flossie H.	Arthur S. Matthews
Frenaces Kay VI	C. Kusich
Gay Ann	A. L. Rowland
Heinoise	Albert E. Kern
Hooocares III	F. Jensen
Julie Ann	K. J. Weisgerber
Junobar	Walter A. Reubold
Junobar II	W. A. Reubold
Key Largo	Clay Estate
Lady Phyllis	Henry Sutliff
Lazdays	H. N. Patterson
Marlu	Abe Blumenfeld
Mari-Del	H. A. Callender & C. Delfino
Marion A.	A. Ballerini
Martina	Dr. J. Tocchini
Marlin	S. M. Kahn
Marvel-Mar IV	Chas. M. Mowers
Mary Kay	Harry Barusch
Mizpah	Arthur Cordray
Modad	Capt. A. F. Simmie
Mr. and Mrs.	E. K. Payntar
Muriel II	Homer Freed
Nancy K.A. E.	A. F. Lewis
Naroh	Gene S. Horan
Nauti Bees	Nate Blumenfeld
Nirvana	Fred Dietrich
No Name	O. Presco
Noyo	C. S. Winters
Opalo	D. R. Turney
Patti Jane	Harmon J. Wright
Pogie	R. Ruffino
Prosit	I. W. Lundquist
Queen Mary, Jr.	Frank Campanella
Ranger	Oscar W. Norman
Robert K.	J. P. Kelly
Ruthie XX	Marsene Johnson
San Rafael	F. Sturken
Sans Gene II	Louis J. Brunel
San Souci	Albert Schurra
Schatzel	K. M. Hagler
Sea Lion	E. T. Pardes
Seasprout	M. C. Douglas
Serenie	Frank Hellwig
Silver Swan	Hugh C. Wood
Svendborg	A. E. West
Tulli Tub	Thelma IV
	Gerry Moss

SAN JOAQUIN YACHT CLUB

Antioch, Calif.

Robert Sanford Commodore

Roy Krueger Secy.-Treas.

MOTOR BOATS

Boat	Owner
Adelyn J.	George E. Jayne
Agent	John Pugh
Aloa-Nui	Roy Kreuger
Aruth	Mrs. Ruth McDermid
Baby Diana	Theodore Johnson
Bear	L. W. Dickson
Breezy	Alex M. Partasky
Carole	Frank Azeuedo
Conejito	Merrill Boner
Diane	Theodore Johnson
Dorothy H.	Emmet Humbird
Eleanor K. E.	Raymond Shipp
Evelyn G.	Theodore Dix
Gailee 2	Arthur Kent
Gray K.	W. Kennison
Jayne	Gerry Buck
Jou-Jou	Louis Arnault
Loran K.	Loran Kastrup
Miss Hoboco	Chester Kalunki
Nellie B.	Nellie Day
Nomi	Harold Purvance
Oleana	Robert Hunt
Peg-Bob	Robert Sandford, Jr.
Seaside	Lyman Bedwell
Smithy	L. J. Smith
Thorax	Thomine Anderson
Tulli Tub	Marlow Hafen

SAIL BOATS

China Doll	George Martin
Dreadnaught	Lawrence Ernst
Jan	Wesley Andersen
Restless	Robert Sanford, Sr.
Sequestor	Arthur Cupp

SAN RAFAEL YACHT CLUB

R.F.D. Route 1, Box 128-B
San Rafael, Calif.

William Beatty Commodore
Leslie A. Grosbauer Secretary

POWER BOATS

Boat	Owner
Abby-Bev	M. Peira
Allima	Albert Goodwin
Almaine	Dr. Robert C. Zeiss
Almalita	A. R. Raggio
Al-Rus	R. Perkins
Ambassador	C. L. Jordan
Amigo	Myron E. Horas
AnnEd	Edward J. Searing
Argo	V. E. Reames
Barnacle	Peter H. O'Tools
B. B. Sez	H. R. Bauman
Beekay II	Lloyd A. Kron
Bobby J. III	M. J. Soldavini
Buccaneer	J. M. Edwards
Carr-Go	Ernest Carr
Cathie	R. Beatty
Charlene	Steve Gordon
Chinook	Edward Goodman
Clara Bill	H. R. Johnson
Fabar	F. Allanby
Flossie H.	Arthur S. Matthews
Frenaces Kay VI	C. Kusich
Gay Ann	A. L. Rowland
Heinoise	Albert E. Kern
Hooocares III	F. Jensen
Julie Ann	K. J. Weisgerber
Junobar	Walter A. Reubold
Junobar II	W. A. Reubold
Key Largo	Clay Estate
Lady Phyllis	Henry Sutliff
Lazdays	H. N. Patterson
Marlu	Abe Blumenfeld
Mari-Del	H. A. Callender & C. Delfino
Marion A.	A. Ballerini
Martina	Dr. J. Tocchini
Marlin	S. M. Kahn
Marvel-Mar IV	Chas. M. Mowers
Mary Kay	Harry Barusch
Mizpah	Arthur Cordray
Modad	Capt. A. F. Simmie
Mr. and Mrs.	E. K. Payntar
Muriel II	Homer Freed
Nancy K.A. E.	A. F. Lewis
Naroh	Gene S. Horan
Nauti Bees	Nate Blumenfeld
Nirvana	Fred Dietrich
No Name	O. Presco
Noyo	C. S. Winters
Opalo	D. R. Turney
Patti Jane	Harmon J. Wright
Pogie	R. Ruffino
Prosit	I. W. Lundquist
Queen Mary, Jr.	Frank Campanella
Ranger	Oscar W. Norman
Robert K.	J. P. Kelly
Ruthie XX	Marsene Johnson
San Rafael	F. Sturken
Sans Gene II	Louis J. Brunel
San Souci	Albert Schurra
Schatzel	K. M. Hagler
Sea Lion	E. T. Pardes
Seasprout	M. C. Douglas
Serenie	Frank Hellwig
Silver Swan	Hugh C. Wood
Svendborg	A. E. West
Tulli Tub	Thelma IV
	Gerry Moss

Themis.....Dr. H. R. Johnson
 Tik Tok.....Sterling Phillips
 Viking II.....Alfred Hansen
 Warwynn.....Andrew Swedlund
 Westerly.....Roy G. Miller
 Winnie D.....E. L. Dawson
 Who Cares.....W. Cook

SAIL BOATS

Biliken.....Wm. Ritter, Jr.
 Bonnie L.....B. E. Lowrie
 Brer Bear.....D. Presco
 Fair Wind.....Ben F. Hall
 La Tonina.....H. H. Barg
 Molilou.....S. R. Kochenderfer
 Ranger.....Nelson Jones
 Viking.....Dr. Norman Kaehler
 Zita II.....Thomas P. Boyd

SANTA CLARA VALLEY SPEEDBOAT ASSOCIATION

1463 Douglas Street
 San Jose, Calif.

Vern Disbrow.....Commodore
 John P. Roway.....Secy.-Treas.

SANTA CRUZ YACHT CLUB
 Santa Cruz, California

Samuel Leask III.....Commodore
 Norman Lezin.....Secy.-Treas.
 P. O. Box 454, Santa Cruz

SAUSALITO CRUISING CLUB
 Sausalito, Calif.
 Harry R. Bauman.....Commodore
 James W. Scott, Jr., Secretary
 204 Glen Drive
 Sausalito, Calif.

POWER BOATS
 Boat.....Owner
 Ann K II.....Arthur M. Clay
 Bab-R.....Roy M. Schwartz
 Barb E Jim.....James G. Quinn, Jr.
 B. B. Sez.....Henry Bauman
 Bess.....Gus E. Dorn
 Blue Heaven.....R. C. Holzkamp
 Bobble.....Raymond A. Hall
 Bounty.....Leland S. Connick
 Bourbon Belle.....Robert Stearns
 Cecelia V.....Wm. Ufeler &
 Eastford O. Anixter
 Doll Lee.....George A. Sturtevant
 Donhasta.....Dr. Francis H.
 Romick

Dor-ing.....Frank B. Ingham
 Dorstan.....Stanley E. Hilburger
 Eager Emprire.....Robert N. Chase
 Eslo.....L. Netherland
 Eunice II.....Milton H. Johnson
 Four Fifths.....Jerome R. Franceschini
 Ging Ging II.....Edward Wise, Jr.
 Green Hornet.....Andy Bredsteen
 Hapiours.....James E. Albert
 Happy Hours.....Eugene C.
 Compton

Har-O-Lee.....Harold Schaefer
 Herta D.....Dimitri De Eugene
 Hi Ro.....Simon Gansel
 Hog N Nog.....Belden Gardner
 Hop HI.....Edward J. Hopkins
 Impulse.....Leslie H. Peter, Jr.
 Iola.....Harold G. Carlton
 Isabelle.....John F. Ferreira
 Jimax II.....Ed Sugarman
 Jim Jule.....James D. Conner
 Joan.....James D. Fisher
 Junior Skipper.....James W.
 Woolsey

Karen.....Kenneth M. Jacobsen
 Lady K.....Dodge Leek
 Lang Syne.....R. J. Hooper
 Lasy Daze II.....John R. Winblad
 Laurida.....Larry Scheil
 Lelabob II.....Robert G. Hoeckele
 Lottie D.....Peter Drury
 Mabi II.....Morris Mensor
 Machia.....Izzy Rosenbaum
 Madeline S.....Edward Silva
 Maggie C.....Donald A. Cameron
 Mann Kal.....Malcolm R. Storm
 Marlin.....Jack H. Ziegler
 Marphil.....Sigmund M. Kahn
 Mayflower.....Frank L. Linehan
 Mike.....Charles H. Klute
 Minnie M.....Anton Nockbauer
 Mirk II.....J. W. Morrison
 Rock Sea.....L. C. McKissick
 Miss Loretta Romeo J. J. Ratto
 Nam El Oh.....M. B. Holman
 Nancy K.....A. E. & A. F. Lewis

Nirvana.....Al Clifford
 Oregon.....Frederick Dietrich
 Pan AIR XXI.....David Duncan, Jr.
 Pape II.....Russell H. Papenhauser
 Peila.....Frank Pelaprat
 Proamet.....Walter P. Busher
 Rock Sea.....John M. Erkelens
 Sabu II.....Bertram J. Lasswell
 Saw Sea.....Will J. Beck
 Seabear.....Ernest Schwartz, M.D.
 Seastquest.....Leo Van Logher
 Seascape.....Dan E. London
 Skal.....Charles H. Potter
 Spindrift.....Harold S. Johnson
 Spoonbill.....Daniel O. McLean
 Suistic C.....L. B. Cooper
 Thisido.....Paul Nelson
 Toyon.....Roy B. Slater
 Trimmership.....Walter J. Epstein
 Trudy.....Leonard R. Brown
 Vida Mia.....E. W. Edwards
 Westiakate.....Henry Doelger
 Why Walk.....George H. Olsen

SAIL BOATS
 Aria.....Dick Miller
 Barefoot.....Charles H. Cross
 Delilah, Dr. J. Maurice Robinson
 Djinn.....Harold Miller
 Honey Babe II.....Alvin Cohen &
 Donald Modlin
 Kona.....Donald E. Levy
 Lana Kila.....Spencer Hall
 Madeline.....M. H. Schnapp, Jr.
 Merry Bear.....Orville P. Johnson
 Miss Carla.....Carl G. Wooley
 Miss Crumpet.....Paul M. Stroud
 Miss Sugar.....Richard Harris
 Mud Hen.....Joseph G. Hakl
 Nereld.....Ferris V. Henderson
 Obsession.....Dr. Leland Leek
 Pac Lin.....B. W. Davis
 Pathfinder.....James W. Wallis
 Ranger.....Nelson E. Jones
 Sabrina.....Col. Frank Royse
 Sea Elf.....Alfred Lawson
 Snowbird.....Les Alexander
 Stormalong.....Irving L. Brooks
 Terangar.....Edgar von Bolhar
 Tu Yung Tu.....Sylvain Heumann
 Velero.....Henry H. Brigham

POWER BOATS
 Argyle.....Angus Sr. and
 Susan Clark
 Hal P.....Eldredge Packer

Beach Comber.....Rene Gaspar
 Briny Marlin.....Frank Rudd
 Buccaneer.....Norman Burke
 Careen.....B. J. Morrill
 Dart.....J. E. Hansen
 Delchar.....Fred Rasmussen
 Diema.....F. M. Kleveahl
 Due Sim.....H. C. Armitage
 Escapade.....Dr. J. H. Faraday
 Hi Jo.....R. A. Johnstone
 Hokulele.....H. Niabet
 Honey.....Charles Green
 Jancy.....Colin M. Kosack
 Lady A.....W. W. Hilton
 Laosita.....Walter Blick
 Lazy Lou.....L. W. Aff
 Lezgo.....Pat Towie
 Loon.....Al Davies
 Madeline.....Dr. E. D. Mervy
 Melody.....C. E. Towie
 Rebel.....Brian Welsh
 Red Head.....Gerald R. O'Grady
 Red Herring.....Chuck Baker
 Renee.....Frank Gibson
 Rogue.....Clinton E. Alsop
 Sam Pan.....D. Rosek and
 R. Maxwell
 Sandpiper.....A. C. Adams
 Sansapor.....Don Hellier
 Sea Mist.....S. F. Schoof
 Spoonie.....Wm. Daniels
 Squirt.....Don Quackenbush
 Terrag.....G. B. Bradley
 Tesoro.....A. Quackenbush
 Tiptoe.....Wm. M. Thorning
 Typhoon.....K. T. Eugene
 Vandal.....John Martin
 Wolf Call.....Colin Kosack
 Zealous.....Harry Deller

SMALL BOAT RACING ASSOCIATION OF NORTHERN CALIFORNIA

R. W. Queirolo.....Chairman
 Herbert Townsend.....Secretary
 11004 Estepa Drive
 Oakland 3, Calif.

MEMBER CLUBS

Aeolian Yacht Club
 Belvedere Sailing Society
 Clear Lake Yacht and Boat Club
 Corinthian Yacht Club
 Encinal Yacht Club
 Ionic Sailing Club
 Lake Merritt Sailing Club
 Lake Millerton Sailing Association
 Lake Washington Sailing Club
 Marina Yacht Club
 Merced Yacht Club
 Palo Alto Yacht Club
 Richmond Yacht Club
 San Francisco Yacht Club
 San Luis Yacht Club
 Sausalito Yacht Club
 Sequoia Yacht Club
 University of California Yacht Club
 Vallejo Yacht Club

SEQUOIA YACHT CLUB
 Redwood City, Calif.

Wm. E. Daniels.....Commodore
 Chas. H. Meuel.....Secretary

623 Ansel Road, Burlingame

SAIL BOATS
 Boat.....Owner
 Adventure.....Felix Brandsten
 Bar-Sue.....Dave Benson

SOUTH BAY YACHT CLUB
Alviso, Calif.

William Weaver.....Commodore
H. W. Peters.....Secretary
13 N. Santa Cruz Ave.,
Los Gatos

Boat **Owner**
Amamjoo.....W. Anderson
Au Revoir II.....Arthur H. Mirassou
Bentley.....Alex Wilson
Breeze.....R. L. Robinson
Coco III.....M. Adrian
Century.....E. R. Levin
Cherokee.....Glen Dennee
Corsair.....G. L. Honore, Jr.
Corsair III.....Carl B. Reicher
Donna Lee.....M. H. Mello
Dorothy M.....L. J. Fairfield
Dorsey.....Fred Miles
G.E.M.....E. C. Mills
Glade.....Harold Beutel
Graemar.....M. S. Hall
Hiltot II.....R. B. Engfer
Igloo.....J. Glynn
Kyuquot.....Otho Lawrence

Lady Jane.....Hugh S. Center
Lazy Susan.....Jack Anderson
Little Lee.....J. M. Puck
Little Toot.....Al M. Firestein
Lolomi.....R. Trevey, Jr.
Lucienne.....G. Garbarino
Madre Mia.....S. H. Weston
Marietta.....M. L. Zaro
Marijane III.....E. P. Hall
Mary Lynn.....Harold W. Peters
Mi Girl.....W. Niebling
Millie.....H. J. Gustin
Nam-El-Oh.....M. B. Holeman
No Name.....Carl S. Irwin
Princess.....Roy Minnick
Katombo.....R. A. Col
Seafarer.....R. G. Wilkins
Sinbad.....T. N. Foster
Star Dust.....T. C. O'Neil
Tonga-Tu.....W. B. Jones
Venture.....R. Larocca
Vibar III.....Francis H. James
Wave Kist.....P. N. Holsinger

STOCKTON SAILING CLUB

Buckley's Cove—Adjacent to
Stockton Deepwater Channel
5 Miles West of Stockton

Bill Barnett.....Commodore
Phil Newton.....Secretary

P.O. Box 1661
Stockton, California

Boat **Owner**
Adagio.....Gary & Chas. Talmam
Bonnie.....Milton Fitzgerald
Ciquena.....Dr. Donald C. Harrington
Coquette.....Henry Brandstad
Diana L.....Geo. Buck, Jr.
Lot's Mink.....Corbin Shepherd
Escape.....Bill Barnett
Eva-Lynn.....George Bennett
Fuila Bull.....Warren Gauthier
Geo Bee.....John McPandless
Gem.....Bob Winter
Ginger.....Richard Loomis
Gliassando.....Glen Pierson
Junior.....Bob Soderbery
Koolau.....Phil Newton
Lahilia.....Dr. E. P. Halley
Little Cloud.....John Doherty
Magic.....David Ratzlaff
Moon-Mist.....William Chase
Polly.....James Van Dyke
Prowler.....Corrinne Heryford
Swallow.....David Stadtner
Tarfū.....Warren Gauthier

Tule-Lu.....Edwin Fuld
Tule Sprite.....Dr. John Eccleston
Vixen.....John Clayworth
Whisper.....Geo. Ladd
Wind Rider.....Dick Halley
Wing Ding.....Raymond Drew

STOCKTON YACHT CLUB
P. O. Box 44

Bill M. Barnett.....Commodore
W. P. Newton.....Secretary
561 E. Harding, Stockton

SAIL BOATS

Boat **Owner**
Addie Joy.....Dr. W. W. Campbell
Aune.....Dr. Geo. W. Wever
Ciquena.....Dr. D. C. Harrington
Coquette.....Henry M. Brandstad
Debit.....Barre Stephens
Dot's Mink.....J. Corbin Shepherd
Lady Hank.....H. A. Henderson
Lahilia.....Dr. Edmund P. Halley
Rascal.....Ralph C. Beauregard
Tule-Lu.....Edwin B. Fuld
Tule Sprite.....Dr. J. O. Eccleston
Whisper.....George W. Ladd
Wind Rider.....Dr. E. P. Halley

POWER BOATS

Amelia.....Nat C. Rizzo
Anna Mae.....E. J. Meister
Ann-Marie.....Grover C. Lear
Araphoe.....D. S. Stayner
Can-Can.....Rudy E. Olsen
Cannon-Ball.....W. E. Cannon
Carol Ann.....Dr. Phil K. Coddington
Carol B. Charles G. Patmon, Jr.
Clyver.....Clyde V. Mulholland
Dee-Dee.....Geo. R. Nation
Delta Zephyr.....John Viebrock
Duna.....Harry Robertson
Ellen Jean II.....Harry Swanker
El-Way.....Wayne Courtright
Frank & Mary.....A. F. Toccoli
Georgeda.....George Holch
Haja.....Cliford Gilsan
Happy Go Lucky.....Guard C. Darrah
Helene D.....H. C. Hankins
Helen M.....Herman Mansfield
Hi-Dess.....H. Y. Hamilton
Hypo II.....Dr. Eric Rosenberg
Jan.....Clarence Johnson
Jesslyn.....Edward Ambrogio
Judith Ann.....Roy A. Alles
May B.....W. L. Blewett
Meck.....Michael Pavlovich
Miss Pam.....A. J. (N) Orsi
Nadens II.....Nathan Reiman
Namwob II.....Henry W. Bowman
Nancy.....Dr. J. R. Avila
Nancy Susan.....Dr. H. H. Carr
Neptune.....Robt. H. Peterson
Nevalbel.....L. Frenzel & E. S. Yocom
None Yet.....John W. Luedtke
Nosey.....Raitt S. Boren
Oli Ho.....Howard Yeager
Pixie.....Otto Kern
Pol-Mar.....Martin B. Kimpson
Que Passo.....Chris E. Stabbler
River Rover.....Milt Dohner
Robin.....E. Chester Robinson
Rose.....Joe Balcao
Ruth Q II.....Dr. Henry F. Quinn
Sandra Ann III.....Fred Thrall
Serena.....Ray A. Pike and Ray Lowell
Silva-Fox.....Samuel J. Fox
Susan Ann.....Vincent Wilson
Tahoe.....Joseph Gaestel
Teresa C.....J. R. Greer
Thistle-Down.....Jack Hagedorn
Tiger Shark.....Robt. M. Green

VALLEJO YACHT CLUB

P. O. Box 311
Vallejo, Calif.

R. N. Glazie.....Commodore
Don Bishop.....Secretary
1511½ Yuba Ave.
San Pablo, Calif.

POWER BOATS

Boat **Owner**
Agnes M.....Robert Rule
Al-Ki.....Luther E. Hagen
Ambush.....C. F. Humphrey
Amby.....W. E. Bromstead
Anna-Dare.....Walter D. Mann
Ann-Ed.....Edward J. Searing
Annie.....Andelo Rigo
Ann O.....John Ortega
Aphil.....Philip J. Smith
Bab-Bee.....E. P. Ford
Blanche S.....L. F. Secer
Bucaneer.....A. P. Dal Ben
Caco.....A. A. Wilson
Caterina G. Allotti.....Antone Smith, Jr.

Ceehatee.....Haven Silver
Charesson.....Charles N. Goldenberg

Charlene.....T. J. Piastrelli
Chris-Craft.....James A. Pritchett
Connie.....F. J. Andronico
Cruis-Along.....Verne K. Purcell
Debby-Jo.....Joseph C. Clave
Eleanor D.....Arthur K. Dahl
Eleonore.....Ernest Calistro
Ernel.....Sebastianano Annoni
Filly.....Chas. L. Filippini
Gazunk.....M. L. Winchell
Gee-Gee.....L. H. Walker
Gypsy Queen II.....Dr. R. P. Woodruff

Hardway.....Fritz Thym
Hermie Jr.....H. Brinkman

Humu II.....Joe Schlosser
Husky.....Douglas Dorn

Ida.....Peter Block
Ilicatith.....H. J. Cuthbertson

Irene.....A. W. Bing
Irish Lass.....E. J. O'Brien

Isabell.....Manuel Silvers
Joan L.....J. L. MacDonald

La Chica.....O. H. Sawyer
Laurel-Anne.....George Goetz

Lady Lee.....R. B. Jamieson
Lanawimi.....H. L. Jamison

Leota.....R. J. Walker
Lolart.....Arthur W. Lundstedt

Lost Week End.....F. R. White
Magic Isle.....K. K. Sthoener

Mary C.....John Capello
Nantikoke.....John E. Smith

Nati.....F. Pohl
Nena.....J. Paul Chene

North Star.....A. E. Scheidt
P-Chum-C.....Dr. R. L. Natt

Penguin.....Ben Lewis
Re-Dan-Nor.....Frank P. Kelleher

Reinell.....Leon R. Armstrong
Rose Ann III.....Earl A. Wilson

Salty Seas.....E. E. Stevenson
Scooter.....Leon R. Armstrong

Sea Scout.....Fran Bennett
Striper.....John T. Dye

Tess-Ang.....Ed Brovelli
The Chaser.....R. H. Gibson
The Scoop.....H. L. Kirby and R. F. Majerus

Thumper.....Paul Streichen
Tillicum.....H. J. Greenlee
Tillie.....E. Ochs

Tiny-Tad III.....Frank E. Johnston
Toy.....Herman Streichen

Traveler.....Robert E. Winchester
Veda Mae.....Carl Jones

SAIL BOATS

Ballanita	Connie Bishop
Bull Brum nell	Don Bishop
Elurt II	Curt S. Appé
Elurt III	Curt S. Appé
Fuzzy	R. N. Clazie
Jean	G. W. Gibson
Jinni	Paul I. Epperson
Little Kia Oro	E. Brovelli
Nyssa	Bill Lindner
Penguin	R. M. Penn
Phyllis	Dr. Charles S. Knoles
Pitikane	O. B. Earle
Pussy Willow	Ray Axlund
Rainbow	George Follmer
Rigel	R. R. Kramer
Rogue	John E. Stevens
Scudder	William C. Strelchan
Seal Pup	Ed. A. Paris
Sea Spinner	Art Kruse
Shearwater	Chester T. Garrett
Skylark	Robert A. Keleher
Snowball	Glenn Garrett

Stinger	Joe Schlosser
Toro Mio	Chester Garrett
Troubles	William J. Zalesky
Wuzzy	R. N. Clazie

**YACHT RACING
ASSOCIATION OF
SAN FRANCISCO BAY**233 Sansome St.
San Francisco, Calif.Geoff Capell.....Commodore
Aldo Alessio.....Secretary101 Graystone Terrace
San Francisco, Calif.**MEMBER CLUBS**

Aeolian Yacht Club	Alameda
Berkeley Yacht Club	Berkeley
Corinthian Yacht Club	
Belvedere	
Coyote Point Yacht Club	San Mateo

Elkhorn Yacht Club	Moss Landing
Encinal Yacht Club	Alameda
Golden Gate Yacht Club	San Francisco
Inverness Yacht Club	Inverness
Marin Yacht Club	San Rafael
Marina Yacht Club	Alameda
Oakland Yacht Club	Oakland
Palo Alto Yacht Club	Palo Alto
Richmond Yacht Club	Richmond
San Francisco Yacht Club	San Francisco
Belvedere	
San Rafael Yacht Club	San Rafael
Sausalito Cruising Club	Sausalito
Sequoia Yacht Club	Redwood City
Stockton Sailing Club	Stockton
Stockton Yacht Club	Stockton
St. Francis Yacht Club	San Francisco
Vallejo Yacht Club	Vallejo

Oregon Yacht Clubs

ASTORIA YACHT CLUBRoute 3, Box 7
Astoria, Oregon

All Downs	Commodore
A. H. Oja	Secretary

Boat

All's Pal	Allen H. Larson
Bee & Bee	A. W. Johnson
Beverly G.	Albin P. Anderson
Blue Heron	Ernest P. Hayes
Bonnie J.	Nick Kussman
Brooky	R. C. Larson
Buddy	A. H. Oja
Bunny I.	Ralph W. Beatty
Carry On	R. M. Smith
Cheerio	E. T. Edison
Chere Amie	Dave & Wes Shanner & G. Phillips
Doghouse I.	John H. Kilpack and Robert Lovell
El Dandee	Fred Harder
Elfin	Dr. Clyde Parlova
Fada	Al Downs
Falcon	J. C. Johnson
Hawkeye	Robert A. Hawkins
Ida Mae	J. W. Jarvis
Jela	Larry Snyder
Judy B.	Gordon Branthover
Karen E.	Capt. F. S. Elving
Laurelyn	E. G. Griffith
Little Al.	A. W. Kvistad
Little Bit	Clyde Branthover
Little Mo	Henry J. Kaufman
Lu-Mar	Charles B. Mabry
Madam Queen	Ernest Kerola
Marie	Bruce A. Thomas
Marwood	Elwyn E. Woodson
Maybe	Cliff May
Melrose	Melvin Sorenson
Merrily	Dr. George H. Thomas
Michael L.	Charles Macy
Mule Dozer	Bob Larson
Myrda	Mrs. John D. Lawson
Pamela	J. E. Blackburn
Peggy	Arne Jylha
Ruth E.	Merrill Ginn and Bud Clark
Sally The Salmon	John Ilman
Sans Souci	Cameron C. Butte and Al Crohn
Seabreeze	Orval Eaton
	Robert Neikes and Jack Reed

Shingles	Henry Klopfer
Susan D.	L. W. Trenholm and R. L. Hughes
Tooter	Alton Berg
Valouris	J. H. Kelly
What-A-Man 2	Bill Reed

BONNEVILLE YACHT CLUBP.O. Box 692
Bonneville, Oregon

H. W. Griffith	Commodore
Frank J. Holzgang	Secretary

Boat	Owner
Cascade	W. F. Seymour
Chicadee	C. A. Robertson
Maritime	H. L. Leach
Megohm	H. W. Griffith
Oneonta	Clarence J. Haught
Osprey	R. A. Welch
Pamela	Jack J. Corcoran

**COLUMBIA RIVER
YACHT CLUB**7919 N.E. Marine Drive
Portland, Oregon

Arthur T. James	Commodore
A. C. Lovering	Secy.-Treas.

Boat	Owner
Alice R.	J. Rosenthal
Alma J.	Geo. Johnston
Amigo II	S. A. Battaglia
Annabelle	C. W. McGee
Bee & Bee	A. W. Johnson
Betty B.	Floyd Bay
Bitta I.	M. D. Westover
Bil-Lu	W. H. Crossley
Boge	Robt. Howard
Bonnie G.	Joe Gilray
Bull Frog	W. H. Smith
Capri	A. B. Crum
Charlu	Chas. Ulrich
Charlie Martin	Dr. C. Yost
Chastina	M. Gianz
Clancy	Ed Hargrave
Clin't Kay	C. C. Fleet
Collins	Fred Collins
Comanche	R. Kennedy
Crystal R.	W. L. Rueppell

Cub	G. E. Lyons
Denny Pat	L. A. Perkins
Derjean	D. H. Bussard, Jr.
Doray	Dr. R. R. Roy
Dor Kay	Dr. Chris Kisky
Dor-Mark	M. Gerlack
Dorothy K.	A. N. Kulberg
Duchess	B. Reynolds
Edna-Lew	A. Walkier
Elaine B.	H. Barnard
Escape	G. P. Smith
Flomay	H. LeMay
Four Ways	Wm. Way
Galaxy	C. Lundberg
Georgi-Mac	G. Lage
Georgina II	Cliff Andrus
Gillie	C. Archer
Ginger	T. Taylor
Gisela	W. G. Peterson
Good E Nuff	A. Nelson
Graying	W. L. Marsh
Helen	F. Tufts
Helen B.	H. Brookes
Honey	L. Armstrong
Impulse	G. Green
Jade	T. Gevaart
Jaxine	J. Sanderson
J. Beth	J. Zehntbauer
Jeanne M.	R. Lane
Jedaba	D. Weiner
Jerico	E. Cobb
Joanne	R. Montgomery
Kazan	R. Sells
Kentucky	Dr. H. Atwood
Kittiwake	V. Kuykendall
Klick-Tat	S. Durkheimer
Kings X	H. Daniel
Kruse On	F. Kruse
Lady Edie	H. Reed
Leigh Ora	H. Hess
Lillian	W. C. Cooper
Little Toot	F. Jamerson
Loma	C. Beebe
Lou Ann.	J. Rice
Ludan	P. O'Neill
Luray	Ed Jewett and R. B. Henry
Magic Carpet	L. M. Lally
Maidowyn	Lee Karr
Marbeth	C. Johnson
Mardi B.	J. Bigelow
Margie B.	Lester Beckman
Marlee	Wm. Cooney
Marlin	R. H. Kelley
Marted	E. J. Sheahan
Mary L.	A. Lovering

Merigetta..... D. M. Shaw
 Merry Lou..... Dr. F. Hunter
 Merry-Mac..... H. McNeil
 Michael M..... L. Haskell
 Midnite..... Dr. C. A. Hurley
 Misbehavin..... D. Ownbey
 Miss B II..... Dean Bryson
 Momona..... M. Jones
 Monsoon..... A. Cole
 Nancy De..... Harry Tucker
 Nellie D..... R. McLaughlin
 Noddeh..... H. Heddon
 Norm Andy..... C. O. Anderson
 Onandel..... T. W. Schaefer
 Patken..... Columbia River Yacht Club
 Patricia-Ann..... R. Palitzsch
 Patsea II..... G. Risley
 Periwinkle..... B. Woodyard
 Picaroon..... W. Davissos
 Pintail..... K. Birkemeier
 Polaris..... F. Riverman
 Poo Too..... Don Stout
 Princess Annette..... A. Pearson
 Rambler..... L. Barber
 Ranger..... A. Schmid
 Rite Rx..... Dr. Geo. Guldager
 Rose Marie..... J. Marshall
 Rubalayt..... Orville Smith
 Sea Dress..... Dr. D. B. Seabrook
 Sea Lark..... H. I. Garrabrant
 Sea Sand..... Dr. S. F. Crynes
 Sea Wolf..... W. Selover
 Shasta..... J. Martin
 Shir-Hel..... H. Montgomery
 Steel-Queer..... L. Jansen
 Susan..... B. Renard
 Susie Q..... J. Lineham
 Tashmoo..... Dr. J. Hutton
 Tassie..... H. Reich
 Thelma..... E. L. Colver, Jr.
 Tile It..... H. Lewis
 Time Out..... Dr. P. H. Starr
 Tubby B..... R. Bailey
 Vagabond..... F. Pittard
 Verda B..... N. Davis
 Vesta Lee..... Lee Clyde
 Virginia Lee..... Jack Harroun
 Vona Lu..... T. Davis
 Water Wagon..... L. Persing
 Willimellu..... W. Lauver
 Winifred J..... A. James
 Yellow Jacket..... H. E. Gregg
 Yours Truly..... T. Lineham
 Zephyr..... J. Miller

COOS BAY YACHT CLUB

Post Office Box 296

Coos Bay, Oregon

Elmo Gorbutt..... Commodore
 Edsill Hodge..... Secretary

Boat **Owner**
 Adios..... Bob Sheedy
 Anti-Betty..... Jim Johnston
 Bee..... George Vaughn
 Easter Sunday..... C. P. MacNab
 Flight..... Leigh Lyon
 Furious..... Leo Frisk
 Hoddy..... Fred Schepman
 Irish..... Ken Ireland
 Korky..... Willard Spooner
 Lena..... Dr. Domonic Megale
 Muriel..... Curtis Nagle
 Sea Duty..... M. O. Littrell
 Shower..... Elmo Gorbutt
 Southpaw..... Mack Barber
 Stormy..... Carl Dannam
 Tupie..... Jim Bird
 Toro No. 1..... Denny Vaughn
 Toro No. 2..... Don Vaughn
 Wego..... R. L. Eckett
 X-Stinky..... Edsill Hodge
 Yabsoco..... H. W. Greaves

DEVIL'S LAKE YACHT CLUB

Box A-A
 Delake, Oregon

George Calkins..... Commodore
 Wilma Calkins..... Secretary
Boat **Owner**
 Ermintrude..... Chester Miller
 Gary-Lyn..... Clair Floyd and John Pizzuti
 Louise..... Lloyd Calkins
 Miss Toledo..... Carl Detmering
 My Gal..... Ted (Rocky) Stone
 Suzq Q..... Joe Dolan
 Snipe..... Dorothy Kerr

OREGON OUTBOARD ASSOCIATION

Harris Quade..... Commodore
 Troutdale, Oregon
 Margie Lampkin..... Secy.-Treas.
 Camas, Wash.

PORTLAND YACHT CLUB 1241 N.E. Marine Drive

Portland 11, Oregon

John F. Francis..... Commodore
 Duane Vergeet..... Secy.-Treas.

EUGENE YACHT CLUB

Fern Ridge Lake
 Eugene, Oregon

A. F. Richards..... Commodore
 Victor R. Walder..... Sec'y-Treas.
 1375 W. 11th Ave.
 Eugene, Oregon

Boat **Owner**
 Adabelle..... R. Bench
 Al-Gee..... A. C. Stockstad
 Baby..... R. Wise
 Bobber..... R. F. Schulz
 Brown Bomber..... D. Smith
 Chick..... L. W. LaBare
 Chickadee..... H. G. Chickering, Jr.
 Chlo-E..... G. V. Gasman
 Dolly Too..... Dr. E. D. Furrer
 Donralee..... T. A. Stocker
 Dreamboat..... Victor R. Walder
 Eddie B. & Eddie B. Jr..... E. L. Bennett
 Ed-Rita..... E. C. Ordway
 Elaine..... U. W. Ellmaker
 Elveta III..... C. Poole
 Gusty..... B. Forney
 I Dood It..... F. K. Davis
 J and J..... H. T. Wiltshire
 Jani-Kaye..... Chas. E. Edwards
 Jay Dee..... J. D. Mills
 Jay Whizz..... Dr. L. T. Campbell
 Jolly Roger..... Ni Nickson
 L. K. S..... T. Smith
 Marg-Etta..... R. Fraser
 Minnie Hoo Hoo..... D. Fisher
 Miss Eugene II..... D. Wilfert
 Nip..... J. A. Tiffany
 Prowler..... P. Walton
 Reno II..... Noel Pirtle & R. Jarnagin
 Rum Dum..... E. F. Deardorff
 Sally Ho..... J. H. Wilson
 Sharky..... Ray Nelson
 Slo Pok..... O. O. Jenkins
 Snooper..... H. J. Jones
 Star Dust..... George Gazeley
 Tadpole..... W. J. Wheeler
 Tern..... T. Korn
 Tommy IV..... E. Ivey
 Vendovi..... A. F. Richards
 Walita..... W. LaDusire
 Windrush II..... K. Blanding
 You & Me..... A. T. Schaefers
 Zombie..... M. L. Stewart

NEWBERG BOAT CLUB

Les McIver..... Commodore
 Gelene Hills (Mrs.)..... Secretary

815 E. 3rd St.
 Newberg, Ore.

Boat **Owner**
 Ace..... Lawrence Barber
 Aeolus..... D. Winters
 Alene..... J. D. Weber
 Alma Pearl..... Tom Burns
 Altair..... J. Lee McCuddy
 Alyse D & T..... Tony Rogers
 Argo..... Dr. R. N. Jacobs
 Argosy..... F. L. French
 Arrow..... A. G. Onallow
 Beachcomber..... Dr. J. W. Wilsey
 Behima..... M. A. Zapp
 Big Dipper..... C. H. Wheeler
 Blue Water..... Carl V. Shoemaker
 Bounty..... R. C. Hansen
 Capture..... E. D. Davidson
 Catboat..... Dana E. Jewell
 Cavu..... J. A. Sprouse
 Chantasea..... H. C. Nachand
 Chetco..... C. S. Benson
 Chiane II..... D. R. Gerow
 Climba..... George W. Cottrell
 Clauran..... Stuart Kerr
 CoHo..... S. W. Bill
 Comet..... S. S. Brundage
 Comfy..... Geo. M. Donough
 Composite..... M. E. Van Horn
 Crest..... Boyd Northrup
 Critique..... Dwight M. and Earl Didzun
 Day Dream..... F. C. Ralph
 De De Jo..... C. B. Wegman
 De Etta..... K. E. Rodgers
 Diane..... Wilford C. Kester
 Diane..... W. A. Cole
 Ditty..... Elmer N. and Robt. H. Calif
 Dona-Marie..... Geo. C. Walter
 Dona Lee II..... J. L. Kennedy
 Duchess..... R. Bernard Reynolds
 Edrene..... Dr. W. C. Reiner
 Elaine B..... Harvey Bernard
 Ellisea..... Wm. P. Ellis
 Endeavour..... Amos Burg
 Escape II..... H. D. Leffingwell
 Eva May II..... P. P. Schatz
 Evening Star..... E. W. DeKonig
 Evening Star..... M. B. Henderson
 Fair Tide..... D. O. DeGroff
 Fair Winds..... J. E. Johnson
 Fantasy..... Carl A. Rasmussen
 Flattie..... Edward Arnold
 Flicka..... C. A. Flick, Jr.
 For-O-Vus..... G. A. Randall
 Forsale..... Robt. L. Nelson
 Fran-ee..... V. D. Gooley
 Gay Ann..... Don C. Larimer
 Gaylee..... J. D. Trullinger
 Gee Bee III..... C. E. Gunderson
 Georgia Lee..... Howard Cunningham
 Gerry K II..... Dr. H. A. Krumbein
 Gladys..... J. M. Harder
 Gloria Marie..... C. A. Flick
 Gravy..... Francis I. and Gilbert G. Cheney
 Graywin..... W. P. Yaw

Gremlin.....Donald A. Schafer
 Gypsy Queen.....E. R., R. L., and W. W. McCulloch
 Gyrette.....G. V. Shaw
 Harbinger.....R. T. Catlin
 Ho-Hum.....Wayne Aiken
 Holiday.....D. MacGregor
 Hunna.....Frank Nau
 Janie.....D. A. Schafer
 Jerry M.....B. H. Hunter
 Joe.....H. W. Irwin
 Kamanshe.....H. B. Pratt
 Kazonie.....R. E. Sells
 Korsair.....C. W. Kelllogg
 Lady Luck.....L. E. Moore
 Lady Vee.....C. D. Ray
 Little Rinka.....L. R. Hussa
 Loafer.....Harold Koppong
 Loafer.....Hugh Van Allen
 Luana.....C. S. Francis
 Marciay II.....C. R. Jones
 Margie.....G. A. Francis
 Melody.....Harry F. Beik
 Mighty Mite.....J. E. Johnson
 Momona.....Morris H. Jones
 Monitor.....J. W. McCrea
 Naiaid.....A. E. McIntosh
 Nan-Bar.....R. C. Chamberlin
 Nancy Ann II.....Dr. L. W. Dickinson
 Noibn.....Wm. J. Hawkins
 Nina.....T. J. White
 Nirvana.....V. A. Cartwright
 Northwind.....Asel C. Eoff
 Omard.....J. F. Francis
 Ott's Yott.....I. E. Ott
 Periwinkle.....Bart Woodyard
 Phantom.....S. S. Wilcox
 Phoebe.....Russell K. Woodruff
 Pipe Dream.....E. J. Green
 Pixie.....Harvey Jordan
 Poughua.....F. E. Battaglia
 Quest.....R. P. Woodbury
 Rambler.....Lawrence Barber
 Redwin III.....Edwin C. Davis
 Rojo.....S. R. Smith
 Relax.....L. R. Hussa
 Ripple.....Melville B. Brown
 Mally.....Von Claude Jensen
 Samco.....C. H. Wheeler
 Santiam.....J. W. Mayo
 Scotty.....R. Bruce McComb
 Sculpin.....Ronald Handel
 Sea Lark.....R. P. Woodbury
 Sea Urchin.....Richard M. Beggs
 Sigame.....Jack S. Elliott
 Silhouette.....Geo. F. Brice, Jr.
 Shimcoe.....L. C. Jones
 Skip.....R. A. Smith
 Sophie.....C. G. Belz
 Windrift.....L. T. Ordeman
 Starlite.....Claude F. Butler
 Stormalong.....J. E. Finke
 Sue-Mac.....E. R., R. L., and W. W. McCulloch
 Sunbeam.....Alton H. Alexander
 Suzy Q.....M. A. Smith
 Swan.....B. W. Morehouse
 Swoose.....C. S. Thayer
 Tempus Fugit.....S. M. Vranson
 The Dons.....Donald V. Young
 Thumper.....Ray C. Hansen
 Thunderbird.....E. S. Stinsman
 Tillicum.....Floyd O. Smith
 Tin Belle.....Portland Yacht Club
 Toby.....F. M. Phelps
 Tom-Tom.....Duane Autzen
 Tonawanda.....Ernest G. Swigert
 Tonga.....William H. Cook
 Trident.....A. M. Mears
 Tripper No. 7.....D. V. Jennings
 Tuna Clipper.....Thomas Autzen
 Tyee.....Thomas C. Luke
 Unique.....Harold A. Oakes
 Vagabond.....G. Weber
 Valepenade.....Dr. Geo. W. Bendshadler
 Vim.....Dr. Geo. W. Cottrell

Vorlag.....Ernest G. Swigert
 Wa-Lu.....W. L. Blau
 Wanderer.....J. W. Kiske
 Wanderer.....G. R. Mettsker
 Webfoot.....John Dierdorff
 Whitecap.....C. M. Nelson
 Windbird.....A. Holmes Johnson
 Wind Rush Dr. Wallace Haworth
 Winifred J.....Arthur T. James
 Yankee Doodle.....Duane Vergeer
 Yo Ho.....John L. Williams
 Yuma Pearl.....Frank Russo
 Zephyr.....J. W. Fish

Solo.....Merle A. Starr
 Spanker.....Wade W. Cornwell
 Susan A.....Stuart Davis
 Tamara.....Tom W. Green
 Tiller.....Albert L. Bliss
 U-Bet-U.....Geo. L. Reynolds
 Vega.....Harold E. Spoelstra
 We're Here.....Edw. H. Cameron

**SOUTHWESTERN
OREGON MOTOR BOAT
ASSOCIATION**
Coos Bay, Ore.

Harry Moore.....Commodore
 174 N. Second
 Coos Bay, Ore.
 Mrs. Lyle Knox.....Secretary
 Box 383
 Coquille, Ore.

RIVERSIDE YACHT CLUB
Canby, Oregon
 John Grossman.....Commodore
 Nancy Lamb.....Sec'y-Treas.
 Route 3, Box 390
 Canby, Oregon

Boat	Owner
Buttons	Button Bros.
Digger	J. Kent
Dorida	V. Giger
4 Sale	D. Criteens
Gypsy II	R. B. Lamb
Houndog III	K. Trent
Lamzy	C. R. Lamb
Little Toot	W. Meek
Num-but	G. Henke
Pistol 2	V. Moir
Punkin Seed	R. B. Hale
Seniah	C. Haines
Skipper	J. L. Tretheway
Ski Too	W. Schuler
Will-of-the-Wind	J. Grossman

**SOUTHERN OREGON
BOAT CLUB, INC.**

2 Miles Above Savage Rapid
 Dam on Rogue River
 Ashland, Oregon

Harold Littrell.....Commodore
 D. J. Wilcox.....Secy.-Treas.
 c/o Rogue Valley Marine Co.

Boat	Owner
Ajloy	Weston Fowler & Jake Walch
Aurora	Jack Pelett
Boat Builder	Cecil Owen
Fisherman	John Detweiler
Golden Gull	Claude Hoover
Hiball	Hal Skinner
Hoo-Hoo	M. W. & E. E. McGrew
Immigrant	H. U. Mitchell
Jeanne J.	Harold Littrell
Mole	Robert Lee & Richard Mole
Owner of 7 Boats	Jack Moad
P & F	Frank Fawcett & Carroll Poe
Silver Eagle	C. C. Nicholson & D. J. Wilcox
Three Misses	Jeff Dennis & Nick DeWitt
Tid Bit	Bill Blackledge
Unknown	Arnold Bohnert
Unknown	Duke Cleveland

ROSE CITY YACHT CLUB
7303 N.E. Marine Drive
Portland 13, Ore.

Harold Spoelstra.....Commodore
 Dr. John A. Kemano.....Secretary

Boat	Owner
Agnes III	Ed H. Lundberg
Auk	J. H. and U. J. Baucke
Be-Tru	Trueman T. Smith
Billikoo	Frank A. Koehler
Black Jack	Einar Linstad
Blitz	Wm. Oekerman
Bonnie Bee	George H. Riggs
Breeze	Harold B. Saunders
Chatcolet	Chas. Sorenson
Cheryl Ann	R. E. Snodgrass
Clare Mar.	C. J. Gates
Cygnum	Chester A. Wheeler
Dolores	Edward Caldwell
Eight Ball	Richard E. Nase
Eight Bells	Patrick Higgins
Elsie B.	Ben Bernhard
Elvera	Dave Young
Frolic	Dr. John A. Kemano
Gemini	Jack Wheeler
Gra-Bob	R. E. Ellinwood
Iron Maid	Harry G. Brault
Kayrun	Karl Stromsen
Keith	A. E. Countryman
Lou-EI.	E. O. Berglund
Lucky M.	Ophir Muckle
Marjorie L.	Gordon W. Hooper
Melody	Elvin S. Pruitt
Naomi	Robert S. Tymer
Nohola II	John H. Huber
Pajarita	Helen M. Bird
Reatha V.	Keith Vincent
Rhubarb	Knute Klepp
Rock 'N' Rye	John T. Schneider
Sivad II	Herb R. Davis
Skedaddle	Evans Davis

**YAQUINA BAY
YACHT CLUB**

Newport, Oregon

J. E. Wright.....Commodore
 Robert C. Crawford.....Secy.-Treas.

Boat	Owner
Doris	J. R. Odell
Eight Ball	J. E. Wright
Ernie	Alfred Stanley
Leprechaun	Jim Foller
Mary Karen	Carl Staats
Miskil III	Andy Holbrook
Northwind	Asel C. Eoff
Norweaster	Robert C. Starr
Oh Gee	Bill Gribler
Pearl Harbor	W. S. Hunter, Jr.
Ruth R.	Robert C. Starr
Sea Grub	Lawrence E. Hofer
The Dons	Donald A. Young
The Thing	R. C. Crawford

Washington Yacht Clubs

AMERICAN POWER BOAT ASSOCIATION Region 10

Lin Ivey Chairman
Seattle, Wash.
Max Whitcomb Secretary
Seattle, Wash.

BELLINGHAM BOAT OWNERS ASSN.

New Boat Haven
Squalicum Hill
Bellingham, Washington
Ed Frith President
Dave Eason Secretary
Box 367
Bellingham, Wash.

Boat	Owner
Alice.....	John Connell
Atta-Boy.....	W. L. Prouty
Baby Boots.....	Frank Gregor
Bar-Bev.....	Fred W. Hunt
Bass-Jo.....	E. A. Bochnak
Blue-Fin.....	Fred Neely
Bonnie C.....	L. P. Busch
Brass Buttons.....	H. C. Heal
Butterfly.....	Dr. H. G. Sutherland
Buzz.....	Charles Blick
Chic.....	H. J. (Bud) Andrews
Chickwood.....	C. L. Sefrit
Comfort.....	J. Koops, Sr.
Cookie.....	A. G. White
Cumulus.....	Dr. Garlick
DaraFun.....	John C. Darrah
Daring.....	N. Selton
DeWite.....	Chas. L. Morse
Discovery II.....	Leon Swank
Do-Bob.....	H. W. & R. H. Diehl
Docina.....	H. A. Hansen
Doxo.....	Homer Aiston
El-Com-Adee.....	R. L. Wall
Ellen K.....	Ernie Krumdiak
Elsie B.....	Ben Hagen
Fem.....	Frank E. Wheaton
Fluid Drive.....	Chas. L. Martin
Fredith.....	Fred Kohler
Freya.....	Dr. W. A. Hulbush
Georgenia.....	Donald L. Reed
Gienda M.....	W. A. Moore
Hazel M.....	Roy N. Gaasland
Helen J.....	M. Borenstein
Hic-N-Burp.....	Alfred H. Johnson
Hilda R.....	F. A. Graham
Hi-J's.....	Harold Walton
I-Hi.....	Ira W. Flowers
Irene E.....	Guy Elford
Jabberwocky.....	Doug Cowling
Jamboree.....	Jesse Martin
Jester.....	George Simpson
Jolly Roger.....	Ralph Hannum
Judy Ann.....	Clair N. Nau
Kela.....	Wayne Deming
Kendonmar.....	Kenneth Hein
Ketcheny.....	Melvin C. Shaw
Laural.....	Jules Peterson
LaVita II.....	Phil Dorr
Lee Frank.....	Frank Stead
Liffy.....	Erick Lifvendahl
Little Toot.....	Wilfred E. Voiste
Linda Ray.....	Harold Anderson
Lee Lee.....	Chas. McDaniels
Lin Nan.....	Wm. H. Lillie, Sr.
Little Women.....	Carl A. Vevag
Loafer II.....	Conrad Barker
Lurline.....	Earl Hawkins
Mae-U's.....	Park F. Gagnon
Marena.....	Oscar Olsen
Marimar.....	Kenneth Morrison
Marsha.....	Allan H. Pynor
Merlena.....	M. Montgomery

Naiad.....	James Ashe
Nashua.....	Tom Nash
Nautilus Dr. W. D. Kirkpatrick	
Noahs Ark.....	Charles Krick
Nodak.....	Donald Carson
No Name.....	Louis Adelstein
Nora.....	Bob Watson
Norcar.....	Norman Rogers
Patsy B II.....	Curtis Brown
Pau Hana.....	Stanley R. Field
Palomar.....	H. Norton
Quana.....	Arthur Nortvedt
Rebel.....	R. L. Hudson
Rocket.....	Jim Payne
Rosalinda.....	Norman Anderson
Salbartom.....	Sol Reiman
Sea-Legs.....	A. W. Yorkston
Sea King.....	Dr. S. R. Boynton
Sea Prince.....	Howard Eden
Sea-Cliff.....	Verne DeGoller
Shari-Anne.....	Cliff McMillin
Shirly-Ann.....	Harold Johanson
Siah.....	Vere DeGoller
Silver Salmon.....	Ed Frith
Susan-A.....	Verne DeGoller
Theima.....	& C. Nunamaker
Skeeter.....	L. P. Busch
Solitude.....	Gus Wellbrook
Splat.....	Dave Eason
Tyee.....	Al Abramson
Valenda K.....	Howard Eden
Who Cares II.....	Verne DeGoller
Zoea.....	Verne DeGoller

BELLINGHAM YACHT CLUB

Foot of Cornwall Ave.
Bellingham, Wash.

H. R. (Rolie) Main Commodore
Robert O. Anderson Secy-Treas.
P. O. Box 462, Bellingham

POWER BOATS

Boat	Owner
Adventuress.....	Ralph M. Roberg
Alcalde.....	Dr. T. W. Adams
Alken.....	K. E. Gardner
Allanbee.....	H. A. Smith
Balew II.....	Warren B. Wood
Bams.....	John S. Read
Betty Lea.....	P. P. Wells, Jr.
Billy-Ell.....	W. R. Lewis
Brass Buttons.....	H. C. Heal
C-Bel.....	W. P. Watkiss
Daring.....	Nuben Selton
Dewkist.....	Allan H. Pynor
Discovery.....	Leon Swank
Do Bob.....	R. & H. Diehl
Docina.....	H. A. Hansen
Ellen.....	Axel Bulow
Elsie B.....	Ben Hagen
Express.....	A. G. Rheem
Fluid Drive.....	Charles L. Martin
Flying Cloud.....	Geo. N. McMillan
Gertie.....	V. C. Haner
Glenda.....	Wm. Moore
Gold Digger.....	J. Clinton Dawson
Golden Mist.....	Kay Goodman
Hazel M.....	R. N. Gaasland
Hi-J's.....	Harold Walton
Hilda R.....	F. A. Graham
Intrepid.....	W. P. Wood
Irene E.....	Guy L. Elford
Islander.....	R. R. Brown

Jabberwocky.....	Douglas H. Cowling
Jeannie D.....	R. W. Welsh
Jeanie G.....	Frank Groom
Jerlene.....	Frank A. Abbot
Joker.....	Gordon M. Colley
Jo-Leen.....	Joseph Jenkins
Jolynn.....	Dr. L. E. Nicholson
Januita.....	Robert Arnett
Kagym.....	King Wilson
Kela.....	Conrad Barker
Kendonmar.....	K. G. Hein
La-Vita.....	Phil Dorr
Len-Do.....	H. L. Wellman
Lindaray.....	Harold Anderson
Lolita.....	A. George Kron
Love O'Mike.....	Dr. W. C. Moren
Lutefisk.....	Dr. R. L. Taylor
Mae 'Us.....	Park Gagnon
Malola.....	Casper U. Erholm
Marena.....	O. C. Olsen
Marsha.....	W. J. Peet
Mayfair.....	Gordon Clauson
Migrator III.....	H. Rolland Main
Miramar II.....	K. C. Morrison
Naiad.....	Jim Ashe
Nashua.....	Thos. P. Nash
Nuisance.....	Dr. Leslie M. Wilkins
Patsy B II.....	E. Curtis Brown
Peter K.....	A. F. Kynell
Project X.....	Don Bell
Ranger.....	and F. C. Brooks
Rocket.....	Joe Manner
San Juanderer.....	Norman Anderson
Skippy.....	Vic Marion
Spunk.....	Albert Hoover
Storm King.....	G. H. Crandall
Terlin.....	E. L. King
Two Macs.....	Wilbert Hudson
Utility.....	Earl L. McKinney
Vicki D.....	Mal Beaver
Zoea.....	David Paradis

SAIL BOATS

Banshee.....	H. H. M. Brosious
Butterfly III.....	Dr. Harry G. Sutherland
Coho.....	Robert W. Hutton
Cumulus.....	Gordon K. Garlick
Dragumassey.....	Roy Gaasland
Embla.....	Robert C. Graham
Howdy Doody.....	B. P. Miall
J. V.....	Dr. LeRoy Freeman
Karebneca.....	B. V. Mounter, M. D.
Kemah.....	H. Duff Sutherland
Lady Anne.....	Dean Hazelton
Lar Vern.....	George L. Keys
Maskee.....	Garrett Horder
Nautillus.....	Dr. W. D. Kirkpatrick
Nordlys.....	Gerald E. Main
Pau Hana.....	Stanley R. Field
Polaris III.....	Dr. Frank L. Tabrah
Prelude.....	Paul H. Fordyce
Ptah.....	R. O. Anderson
Puff.....	Dr. C. B. Hitz
Tacky II.....	L. D. Neidhamer
Tagalong.....	Dan Kemphaus
Thor.....	Robert O. Anderson
Tom Cat.....	Paul Onkels
Wild Goose.....	Carl V. Sahlin

BREMERTON YACHT CLUB

Phinney Bay, Wash.

Samuel Kahn Commodore
Ken Cook Secretary

Mailing Address:
Route 3, Box 483D
Bremerton, Wash.

POWER BOATS	
Boat	Owner
Afton.....	Dr. C. H. Will
Amini.....	E. M. Haines
Anna G.....	H. W. Grams
Betsy Too.....	Ralph Smith
Betty B.....	L. Maddox
Billie Marie.....	E. G. Ranch
Bob Lee II.....	Robert Crawford
Ciar Mar.....	G. C. Mason
Cle Ilia Hee.....	Milt Benson
Conquest.....	H. B. Garrett
Corsair II.....	T. O. Barrieau
Daltonia.....	J. E. Adams
Dar Jo.....	C. Lund
Donotile.....	R. J. Hart Jr.
Ellen G.....	Theo Chrey
Elsie C.....	E. V. Hughes
Emmeilene.....	R. Bulette
Encore.....	Fred Jurges
Flute.....	Robt. Johnson
Gay Day.....	Martin Hansen
Gleneva.....	James Baldwin
Gracie B.....	A. J. Yuhl
Guilelma.....	Eddie Bjork
Gwendoline.....	Avadna Cochran
Harkie.....	Don Atkinson
Hellabella.....	H. C. Huston
Hi Ho.....	C. E. Holt
Isle Air.....	Jack Eyler
Jimbo.....	H. D. Thompson
Jonter.....	Perry P. Thompson
Ketadi.....	M. Richards
Klatawa.....	C. L. Klieves
Koa.....	H. Smalley
Lavera.....	H. E. Anderson
Lilliput.....	R. C. Evans
Lilyan M.....	Guy V. Williams
Lobo.....	N. K. Nelson
Lollipop.....	H. F. Gundlach
Loralie II.....	Elmer Brooks
Lovac.....	A. O. Nyhus
Lucky Star.....	Joe Sullivan
Lynelle.....	S. Kahn
Ma & Pa.....	L. E. Benson
Mad Cap.....	H. E. Edwards
Maidie.....	A. L. Shelly
Mandalay.....	P. R. Sewell
Marshall II.....	H. R. Clifford
Mary Lou.....	J. W. Walton
Merry J.....	C. F. Shannon
Merry Me II.....	C. E. Hayes
Mimi.....	Hugh N. Mitchell
Mi-Pa-Ka-Wi.....	E. Levin
Neptune.....	W. A. Nichols
Nismimaha.....	L. A. Tucker
Normad.....	H. R. Burks
Orodie.....	L. A. Schaufler
Patricia.....	J. Sellers
Pa We Ja.....	J. W. Settle
Philela II.....	Wm. A. Silvan
Pollywog II.....	W. H. Broderson
Puffin.....	I. Munsch
Pumpkin Seed.....	W. L. Larsen
Ramona.....	H. S. Hammond
Ross-T.....	H. J. Thomas
Royal.....	R. V. Wilkins
Ruth M.....	A. B. Chitty
Sea Biscuit.....	A. Anderson
Sea Fever II.....	Dr. R. A. Benson
Sea Prince.....	C. Odenwald
Sea Spray.....	T. K. Phillips
Seal.....	Earl Warren
Sharon Lee.....	L. E. Morris
Sharon-Marie.....	F. Mangan
Sinclair.....	Bremerton Sea Scout Ship
Skookum.....	Fred Pelleng
Spar.....	A. M. Mosher
Spare Time.....	H. D. Haven
Time Off.....	W. A. Sevedge
Tir Ri Vie.....	Jerry Siebert
Tuna.....	L. Smith
Tyne.....	Dr. Robt. R. Cres
Tyng.....	T. M. Libby
Vagabond.....	Earl Dyer
Vivienne.....	Dr. Ray Schutt
Water Dog.....	Wm. M. Davis
We Five.....	C. Coons
Whippie.....	W. Pease
White Rock.....	G. Gaumnitz
Wooden Slipper.....	Anderson
XQSME.....	Dale Hofer
SAIL BOATS	
Apex.....	H. Smalley
Cormorant.....	Don Carlson
Dotty D.....	W. F. Diendorf
Elmarie.....	Clark Davis
Fresto.....	Dr. L. E. Foster
Gannut.....	C. Norneau
Jabub.....	C. Nelson
Kanaka.....	R. Finke
Katie Thomas.....	Bob Hadley
Lady Eve.....	James Munro
Loren.....	A. E. Smith
Nip.....	Jean Hart
Pagan.....	K. Mathews
Renegade.....	John Gordon
Sea Chase.....	Rr. R. E. Foster
Stormy.....	H. Haguewood
Takuli.....	H. W. Kuhiman
Tidbit.....	Carole Kileves
Tradewind.....	J. Sullivan
Valhalla.....	H. H. White
Widgeon.....	E. Carter
CORINTHIAN YACHT CLUB	
122 Lakeside Avenue Seattle, Washington	
F. A. LeSourd.....	Commodore
Virginia Platt.....	Secretary
Boat	Owner
Alibi.....	S. E. Raymond
Allegro.....	B. C. Severen
Aliota.....	Charles J. Frisbie
Antares.....	John Howard
Balloo.....	J. Tate Mason, M.D.
Bama.....	Geo. Roberts
Bellaire.....	Ted Cross
Belle.....	E. J. Van Mason
Belle Tarn.....	Mary Jane Davis
Blue Blazes.....	H. B. Dahl
Bluejacket.....	Robert S. Ivie
Blue Steak.....	Edward P. Holland
Blue Tail Fly.....	William Boyd
Bocaro.....	Bowen Scarff
Bonnie.....	Glenn Edwards
Bonnie-Jen.....	John E. Kelley, III
Butterfly III.....	Lars Lynges
Caprice.....	Gayton S. Bailey, M.D.
Catspaw III.....	R. W. Griffith
Chaperone II.....	Harold W. Merritt
Cherub.....	Paul A. Rennard
Chola.....	E. W. Purcell
Cholita.....	Dolph Zubick
Chuchin.....	Beatrice Howell
Cirrus.....	C. P. Bryant, Jr.
Cloud.....	Walter R. Cook
Dade.....	Philip Spaulding
Dahut.....	C. Spencer Clark
Danny.....	Al Jepson
Dariabar.....	Dr. William R. Taylor
Dart.....	Donald Graham, Jr.
Deanie.....	Mervin Abrams
Diane.....	Sharon Pearson
Dragon.....	E. T. Thomas
Drei Madel.....	Herbert Schiesl
Ecume.....	H. Edmund Bailey
E-Flat Jr.....	Otto Leonhardt, Jr.
Eloie.....	Wm. Bradshaw
Errant.....	Keith Middleton
Escape.....	Frank Jann
Escape.....	Ron Wilson
First Fling.....	Albert Walderon
Flame.....	H. R. Davis
Flattie.....	Jim Eastman
Flying Fox.....	John and Jill Fox
Foam.....	Bruce McCloskey
Folly.....	Strat Biddle, Jr.
Footloose.....	Harold D. Mitchell
Friday.....	S. E. Adams
Fun.....	Robert Hubner
Furious.....	Josef Obzina
Fury III.....	Dave Nurse
Galatea.....	Jack Seymour
Gemini.....	John Dore,
Gossip.....	John Hare Powel
Gracie S. E. Edison Kennell, Jr.	M.D.
Happy Daze.....	Frank Faget
Harpoon.....	E. D. Perry
Harpoon.....	Paul R. Rollins, M.D.
Heather.....	William Buchan
Hekate.....	Hans Bebe & Charles E.oughney, Jr.
Holazan.....	John S. Abel
Honey.....	Horace Peरman
Husay.....	Dr. Robt. N. Rutherford
Hyak.....	Gordon T. Alexander
Idu.....	Bob and Lorraine Walker
Indian Scout.....	Richard Cahan
Ingenue.....	Arnold C. Anderson
Inspiration.....	Frank J. Abraham
Jay Gee II.....	Geo. H. Singer, Jr.
Karen.....	Karl Hostetter
Katrina.....	Taylor Scott
Kibitzer.....	William Y. Baker, M.D.
Killy Bogus.....	Ralph S. Russell
Koala.....	Harry Garrigues
Kuon.....	H. W. Withington
Lady Alice.....	John Soderberg
Ladybug.....	Elizabeth Dore
Lady Luck I.....	Joseph P. Butler
Lady Van.....	Robert Denny Watt
L'Apache.....	Howard Richmond, Max Wyman
Lemolo.....	Hugh P. Brady
Lightningbird.....	Jane Hillman
Light Scout.....	Don Amick
Lilette.....	Bryan E. Mahon
Li'l Luffer.....	Norman R. Cole
Lisa.....	"A.K." Jensen
Live Lady.....	Elliot V. Mock
Lively Lady.....	William H. Frazier
Love Barge.....	Anchor Jensen
Lulu.....	Hugh Watt
Ma-De.....	George C. Martin
Magen.....	Morris Mikkelson
Magingee.....	Geo. W. Stoddard
Manana.....	John W. Ellis
Mandy.....	Chas. Thompson
Marda.....	Earl Schenck, Jr.
Maribou.....	Don C. Whitworth
Marjac II.....	Robert L. Perry
Marjune.....	Paul Morris
Mary Lou.....	Karl A. Olson
Maskee.....	Garrett Horder
May-D.....	Edward P. Ashe
Mayo.....	Sheila Lyons
Melody.....	K. P. Kenworthy
Mercury.....	Clark L. Stuenupges
Merry Mac.....	Darrel W. McDonald
Mickey.....	Carl L. B. Daniels
Mike Fright IV.....	Paul S. Morris
Mist.....	Kenneth A. Metcalf
Mitane.....	John Gerke, Jr.
Mohee.....	James L. Houston
Muffin.....	Brooks Stevens III
Myra.....	Brooks Stevens III
Myth.....	Jack Gahan
Nancy-O.....	John S. Robinson
Neoga II.....	Dr. Douglass W. Orr
Nika.....	Frank Rambaldini
Nimbus.....	Irving Anderson
Nixie.....	Marshall Perrow
Norgin.....	Baird M. Bardarson
Northwind.....	Jay T. DeFried, Jr.
Oceanside.....	Maurice Rattray, Jr.
Ono.....	Dr. Herbert W. Dray
Opus I.....	Samuel L. Lake
Oregon Star.....	John Cram
Oslo.....	Hans-Otto Gies
Outlaw.....	Robert L. MacLean
Panacea II.....	Dr. George T. Reeve
Pepper.....	Van B. Butler
Pete-Too.....	Virginia Platt
Phynnodderree.....	Max Campbell
Pinafore.....	W. K. Holmes
Polka.....	Edward Woodcock
Prelude.....	Paul H. Fordyce

Princess Pat...Elwood M. Proctor
 Raven.....Glen R. Botsford
 Rebel.....Doug Sherwood
 Rebel.....Ray E. Anderson
 Reverie.....Dr. Govnor Teats
 Ripple.....Henry W. Kassei
 Ripples.....Norm Greenbaum
 Riptide.....Gale Griswold
 Risken.....J. Glen Liston
 Rival.....Ernest A. Banner
 Rubaiyat.....Robert D. Day, M.D.
 Sabre.....John R. Andrew
 Sabre.....George W. Morrow
 Saga.....Hubert & Wayne Murray
 Saltair.....A. E. Anderson
 Schuss.....Dr. H. J. Knott
 Say When.....Wm. R. Wood
 Sea Horse.....Jack M. Docter, M.D.
 Sea Witch.....W. J. Griggs
 Shady Lady.....Willard Skeel
 Shamrock.....R. T. Lamson
 Short Splice.....David Dysert
 Shu-Shu-Gah.....Lawrence V. Olney
 Sindbad.....Wm. Presch, Jr.
 Skutan.....John Magnuson
 Skylark.....R. A. Davis
 Southern Cross.....George Millard
 Spanker I.....Katie Knapp
 Spirit.....Harold A. Jones
 Spirit.....Peter G. Schmidt, Jr.
 Spring Fever.....Alan C. Beall
 Starbaby.....Chas. Moore
 Stardust.....Roy A. Smith
 Starlet.....A. W. & John
 R. Paterson
 Stormy.....Jean Mattice
 Sula.....Robert Lewis
 Sun Dog.....Bernice Howell
 Sunny.....Francis A. Le Sourd
 SuSu.....Philip Spaulding
 Svea.....Gosta Eriksen
 Taku.....Herb Hanion
 Takulli.....Henry W. Kuhlman
 Taruga.....Robert E. Priebe
 Tempest.....Jon Bedinger
 Thesis.....Dr. Ed Chambers
 Tillabook.....Karl Ivarsoon
 Tisasin.....Robert L. Sommer
 Tola.....Charles R. Olmstead
 Tomcat.....Kit Tucker
 Tops.....Robert S. Moore, Jr.
 Torrid.....Bill Buchan, Jr.
 Truant.....Robert Pickering
 Tsolo.....Hugh Miracle
 T-Totaler.....Russell Baker
 Tuhi.....W. G. Stevenson
 Twinkle.....Bruce F. Evans
 Tye.....Richard O. Gilbert
 Uncanny.....Dan Brackett
 Valkyrie.....Charles Moore
 Vector.....George Schairer
 Vertner.....Carl B. Crumb, Jr.
 Vinta.....Conner E. Gray, Jr.
 Weegee.....E. Howard Gee
 Westwind.....G. Robert Brain
 What's That.....Milton A. Flaten
 Whichcroft.....Tedrowe Watkins
 Whimsy.....Bertha Larson,
 Louise Wiegenstein
 Wild Flag.....Stephen F. Chadwick, Jr.
 Williwaw.....Virginia Higman
 Windrush II.....Kennard S. Blan-
 ding
 Wind's Call.....George A. Spaulding
 Winsome.....Henry S. Tusler
 Wynkin.....Fred Sundt
 Zeta.....E. E. Miller

DAY ISLAND YACHT CLUB
East Side of Day Island
Tacoma, Washington

William H. Sievert...Commodore
 Horace W. Mills...Secretary
 2229 E. Blvd., Tacoma, Wash.

Boat	Owner
Aitamaha.....Chas. S. Hufford	H. J. Secor
Billa.....Wm. Sievert	Rex Bartlett
Bobbin.....Judd Day	Harold W. Shaw
Buttercup.....Howard Kelso	Howard C. Round
Duchess II.....Dr. Ross D. Wright	Howdy Bergman
Ida-Mac.....Horace Mills	E. L. Kilton
Kaloock.....Paul W. Billings	Ingrid J. W. and W. W. Juntilla
Maudos II.....O. V. Snyder	Irene H. G. A. Hutchings
Penney.....Leslie B. McGaw	Irish Lass Peter Mertens
Seadler.....Jos. T. Hoffman	Janda J. H. Henderson
Snuffy.....Kenneth A. Abrahams	Jas-Me-J. Wilbur E. Johnson
Tamarie II.....Lemont K. Doty	Jerelein Gerald E. Kravik
Teprac II.....Stanley P. Selden	Jinx III Harry R. Secoy
Thea Foss.....Henry Foss	Jo Ann F. H. Pfleigenhofer
Tuffy.....Garold Gray	Jo Jo Peter H. Helmcke
Viola M.....Robert Bringham	Judy G. W. T. Griffin
30C456.....Dr. Everett P. Nelson	Judy K. Barton Brown
30D705.....Floyd Willits	Kajeo J. Murphy
30T556.....Robt. R. Stoaks	Kathy Lou Mrs. Walter P. Ells-
	ner
EVERETT YACHT CLUB	
Everett, Washington	
William T. Griffin.....Commodore	
Walter J. Precht.....Secretary	
Box 567	
Everett, Wash.	
Boat	Owner
Active.....E. J. Secor	
Adeline.....H. J. Kellogg	
Aggie M.....Noel Caldwell	
Alaho.....Otto I. Jensen	
Alaska Lady.....Alfred & Glenn	
Alida.....C. S. Thomas	
Allegro.....Charles D. Casely	
Allison L.....Herb R. Wilson	
Alivarene.....W. H. Kasch	
Babe.....Marc Daly	
Babs.....J. C. Wilson	
Barbara S.....Wm. R. Stuart	
Bee-Po.....Oliver S. Vornild	
Beverly Ann.....L. E. Hoback	
Bob-a-Long.....Bob Coplin	
Bo Bella.....R. H. Thornberry	
Bob O Lite.....Robert A. Pringle	
Bon Jour.....Armon F. Frahm	
Brooks.....R. C. Hazelton	
Bruce C.....Clifford S. Groves	
Buen Vlago.....Arthur A. Burgess	
Caddy.....E. V. Fessenden	
Casco.....Dale Crawford	
Char-Jere.....C. H. Briggs	
Clair-Met.....Dr. C. L. Lauerman	
Clydel.....Harry Morseth	
Coaster.....Kenneth Marvin	
Comet.....Robert D. Wilson	
Cookie.....G. M. Lee	
Corky.....Geo. W. Wardell	
Corojo.....Larry Diffley	
Corky.....P. W. Lehman	
Cygnet.....L. H. Croxford	
Denny D.....Dale W. Allison	
Dianne.....Henry W. Meyers	
Dippy Duck.....Fred V. Ness	
Docsout.....Dr. E. B. Chase	
Donna M.....Wm. E. Moore	
Dor Eve.....D. P. Shew	
Dynamite.....Harold Simpson	
Eight Ball.....Tom Stiger	
Elaine 35.....Olaf Bond	
Elsie.....Dr. Alfred Von Stubbe	
Emilie H.....George A. Gladding	
Emma B.....A. E. Bollin	
Escape.....Lloyd Parker	
Eva B.....J. P. Hobson	
Fae-Don.....Don M. Reid	
Feather III.....O. W. Thomle	
Fibber.....Leslie A. Geisel	
Foty Fo II.....A. S. J. Steele	
Four Winds.....Dr. H. B. Walter	
Greta.....Dr. Herbert W. Johnson	
Gryphon.....Paul Piggott	
Gypay.....Dr. John G. Cecil	
Haida.....A. B. Moody	
H&H.....H. J. Secor	
Holiday.....Rex Bartlett	
Holiday.....Harold W. Shaw	
Howdot.....Howard C. Round	
Howdy.....P. Leslie Bergman	
Inez.....E. L. Kilton	
Ingrid.....J. W. and W. W. Juntilla	
Irene H.....G. A. Hutchings	
Irish Lass.....Peter Mertens	
Janda.....J. H. Henderson	
Jas-Me-J.....Wilbur E. Johnson	
Jerelein.....Gerald E. Kravik	
Jinx III.....Harry R. Secoy	
Jo Ann.....F. H. Pfleigenhofer	
Jo Jo.....Peter H. Helmcke	
Judy G.....W. T. Griffin	
Judy K.....Barton Brown	
Kajeo.....J. Murphy	
Kathy Lou.....Mrs. Walter P. Ells-	
	ner
Kensington.....L. H. Knowles	
Ketchum.....David L. Campbell	
Kingfisher.....Ronald L. Brotten	
Kla-Ha-Ya.....J. S. Robinson	
Lady Beth.....Harold Land	
Lady Fay.....Chester L. Beard	
Larida.....Fred W. Buhrman	
La Siesta.....R. S. Walts	
Leslie M.....A. A. Peterson	
Lil Abner.....A. V. Pearson	
Lillys.....Paul J. Smith	
Lin Faa.....Donald R. Schmidt	
Little B.....Frank S. Friend	
Little Beef.....Rodney R. Colvin	
Little Bill.....William Bartholomew	
Lomita.....Glen W. Hulbert	
Lucky Girl.....Dolph G. Falken-	
	hagen
Lucky Strike.....Al E. Anderson	
Lure.....Lester Beard	
Margaret H.....Peter Hansen	
Marilyn.....Stanley Kanikeberg	
Marlin.....T. A. Jack Sullivan	
Marv-L.....H. L. Lumaden	
Mary Frances.....T. A. Routledge	
Mary Lou.....Emmett Christensen	
Mary Louise.....A. H. Shadoff	
Merjac.....J. H. Metcalf	
Merry Chase.....Howard E. Chase	
Merry Max.....F. Max Merry-	
	field
Mera.....M. Schille	
Mildred.....F. J. Downie	
Miny-Mo.....Harry Spencer	
Miss Dorothy.....J. L. Quillan	
Miss Stitch.....Dr. A. E. Wahl	
Morning Light.....Rosie B. Smith	
Nancy.....J. A. Sponek	
Nancy Kay.....Ed Reineil	
Nelsie.....George J. Schuchart	
Nickyenus.....J. Wayne Graham	
Nixjoy II.....Nick Reineil	
Nohea.....Robert W. Gonyea	
Olive B.....Clark E. Shultes	
Our Toy.....Wm. J. Burch	
Palma.....Royce Smithson	
Palomine.....Jim E. Kerns	
Pama.....Fred C. Shaw	
Pastime II.....Robert E. Nelson	
Patricia V.....John R. Robinson	
Peewee.....G. M. Lindblad	
Pegosus.....Mrs. Geo. A. Bergstrom	
Pervian.....E. L. Caffee	
Phantom.....D. R. Little	
Prelude.....Jerry H. Sheller	
Quest IV.....Bert Bedell	
Rae.....Edwin C. Dams	
Ray Mar.....Roy Davis	
Ronda Dee II.....Ralph Hildebrand	
Roy N Ida.....Roy Loughman	
Sampan.....Clifford H. Hansen	
San Juan III.....Hans Anderson	
Sans Wander.....Robert Best	
Sarah Jane.....Dr. J. J. Frits	
Sea Dad J.....Clarence Drouillard	
Sea Duce.....Cliff Cruzen	
Sea Gull.....Edwin S. Parker	

Setsu	S. O. Lupton
Silver Wake	C. A. Rieck
Skookem	Elgie Collins
Shuk	M. I. Halvorsen
Snafu	Parker Williams
Snuffy	Frank Morris
Speck	Dale G. Huber, Sr.
Star	Maurice Shapiro
Sunray	Rowan Harmon
Suntan	E. P. Clary
Susanna	Ed Larson
Suzanne	D. N. Lee
Suzark	W. J. Dahlheimer
Taveuni	E. A. Thomas
Tiedami	Thomas B. Rodd
Tricia	E. A. Nord
Vee Jay	Jesse R. Coffman
Vicul	C. S. Greene
Virginia G.	J. G. Girstenberger
Wampum II	Ray Treichel
Water Baby	Robert L. Sullivan
Wee Four	D. D. R. Hurley
Wits End	Edward M. Brayden
X-Isle	G. B. Irvine

GRAND COULEE DAM YACHT CLUB

P.O. Box 291	
Coulee Dam, Wash.	
Wayne Butler	Commodore
H. E. Parmenter	Secretary
Boat	Owner
Carnation	B. S. Hanna
Cornal	A. J. Dube
Gypsy	W. W. Atwater
Julie Ann	F. A. Banks
Karen Lee	T. R. Anderson
Marilyn	C. E. Benjamin
Mary Dawn	G. H. Eggleston
Mudhen	Wayne Butler
Oahu	C. E. Sears
Patty	R. K. Tiffany
Penn Bo	W. W. Dolliver
Skuffy	Robt. Stevens
Whitestone	J. L. Berry
Wilwira	Wm. R. Hood

INTERNATIONAL POWER BOAT ASSOCIATION

Russell Rathbone	President
291 Elliott West	
Seattle 99, Wash.	
George M. Ross	Secretary
814 American Building	
Seattle 4, Wash.	
MEMBER CLUBS	
Bellingham Yacht Club,	
Bellingham, Wash.	
Bremerton Yacht Club,	
Bremerton, Wash.	
Burrard Yacht Club,	
Vancouver, B.C.	
Capitol City Yacht Club,	
Victoria, B.C.	
Everett Yacht Club,	
Everett, Wash.	
Juneau Yacht Club,	
Juneau, Alaska	
Nanaimo Yacht Club,	
Nanaimo, B.C.	
Olympia Yacht Club,	
Olympia, Wash.	
Portland Yacht Club,	
Portland, Ore.	
Prince Rupert Rowing and	
Yachting Club,	
Prince Rupert, B.C.	
Queen City Yacht Club,	
Seattle, Wash.	

Rainier Yacht Club,	
Seattle, Wash.	
Royal Vancouver Yacht Club,	
Vancouver, B.C.	
Royal Victoria Yacht Club,	
Victoria, B.C.	
Seattle Yacht Club,	
Seattle, Wash.	
Tacoma Yacht Club,	
Tacoma, Wash.	
Tyee Yacht Club, Seattle, Wash.	

LONGVIEW YACHT CLUB Longview, Wash.

Ben Lillebo	Commodore
David Hallin	Secy.-Treas.

Boat	Owner
Barbara IV	C. C. Hallin
Blue Jack	Ken Shaver
Bobkat III	R. S. Wertheimer
Bonney I	R. P. Wollenberg
Chleton	C. Waldo Grenfell
Edith	Bob Campbell
El-Jay	Dr. C. J. Sells
Gismo	Frank O. Wolf
High Seas	A. C. Watkins
Holiday	E. W. Wagner
Julie-Anne	Ben Lillebo
Kathy	Hugo Aho
LeRoy	Roy Dunlap
Little Toot II	Ben Herring
Margaretha	George Hill
Marguerite	Chas. Meyer
Marilyn II	C. A. Axtel
Mary-Ann	Dr. Wm. A. Johnson
Maryjo	Dick Schneider
Mattie E. Lee	Howard Lee
Nicky-Ann	Ken Christianson
Pee Wee V	Bill Burkland
Sally	Fred Cook
SeaAnn	Mei Rooney
Skippy III	Chuck Ashton
Theljon	J. R. Erickson

LAKE CHELAN YACHT CLUB

Club House Lake Chelan	
Wenatchee, Washington	
Pearne Smith	Commodore
Harvey R. Cooper	Secretary
P.O. Box 1223	
Wenatchee, Washington	

Boat	Owner
Aerocraft	J. Russell Parkhill
Ahoy	Dr. John E. Gahringer
Alaskan	James R. Lafferty
Aloha	Glenn Clifford
Anna Maria	
the 2nd	Dr. R. T. Congdon
B. G.	Ralph M. Belyea
Bobbie Ann	R. J. Sieler
Carolyn	H. D. Couch
Cavu	Pearne Smith
Chipper	Sid Braker
Clatava	R. H. Shannon
Cooper Kid	Harvey R. Cooper
Daisy Mae	Edward Watapo
Globe	Frank J. Shultz
Half Moon	Newton B. Sloan
Heep Good	James J. Reed
Hel'ene "B"	Le Roy Burton
Holiday	Dr. R. T. Congdon
Hiiso	Harold Fell
Ianthe	C. E. Warren
Ice Berg	Floyd E. Berg
Janet	Ralph E. Thornton
Judy Kay	W. W. Speecker
June Bug	Frank W. Taylor, Jr.
Juniper	Art Garton

Juniper	Chuck Franklin
Kae	E. A. Kuest
Kathleen	J. K. McArthur
Kauk No. II	Oliver Holtum
Lorleen	Lyle Mrachek
Louise	Earl N. Schmitt
Mar-Lew	Lewis A. Hubbard
Mary Lou	George F. Miller
Mary Mac	Geo. S. McLean
Myru	George Gaukroger
Nancy	Ralph M. Belyea
Nuchief	Lloyd L. Sterling
Queen	Otto H. Ross
Red Witch	Bill Hilscher
Spider-Webb	Roman D. Webb
Stella Locas	Michael Briggs
The Arrow	Riley Frazier
The Saint	John B. Knowles
Thelma	Geo. B. Cooper
Tik-Tok	E. L. Weimer
Willcum	W. D. Plough
Toddler	M. S. Todd
Vagabond	G. H. Schubert
"Wendy"	E. G. & L. L. Wheeler
Whig-Awa	R. F. Watt
Zanol	Leonard Zanol

MEYDENBAUER BAY YACHT CLUB

Route 2	
Bellevue, Washington	
Burt Marshall	Commodore
Rolf Glerum	Secretary

Boat	Owner
Comrade	Story Birdseye
Dee Dee	Burt Marshall
El Phileen II	H. D. Fowler
Folly	F. M. Treffinger
Happy Chance	R. H. Evans
Harlee	Dr. H. F. Corkrey
Illini	Dr. J. E. Taylor
Lady C.	Starr H. Calvert
Laverock III	Ed Cunningham
Little Helen C.	Wm. Culliton
Lorelei	Don A. Proudfoot
Nola	Boyd Bucey
Panacea II	Dr. George T. Reeve
Paso Tiempo	Rolf Glerum
Rosie Beth	Lon Strafford
San Vicente	George J. Holcomb
Starlight	Lawrence Calvert
Solano	D. E. Fowler
Tenderfoot	R. F. Campbell
Vitease	Chester M. Green
Wind Rush	Wm. E. Lewis

OLYMPIA YACHT CLUB

P. O. Box 765

Olympia, Wash.

Mooring: Southerly tip of
Budd Inlet

C. E. Ostrand	Commodore
Lowery Olsen	Secretary

Alanna	A. G. Homann
April	Lynn Ramsey
Arabelle	Leo Arany
Aurella	Wm. C. Guffey
Beachcrest	E. O. Sjobergen
Bearboating	Jack Martin
Bobet	E. D. Brabrook
Carlu	C. E. Ostrand
Carol II	H. F. Heath
Cede	H. N. Anderson
Chandra II	E. Christopfier
Cheryl A.	Charles Ahern
Chieftain	E. K. Armstrong, Jr.
Chipper Boy	Gale Wagner
Chummy	Ronald Wilder
Cindy-Lingy	Ed. M. Erickson

Commando..... Claude Whitley
 Culprit..... Frank Culp
 Dal-Bet..... Dale Isom
 Dauntless..... H. Wanderlich
 Dawn..... Charles Harpel
 Diana Van Dr. F. R. Van Gilder
 Dottie..... Howard D. Coffman
 Dreamer..... W. L. Gooding
 Dunlin..... Raymond R. Meyer
 Dutch Maid..... Lloyd J. Vosper
 East Wind..... Kenneth Wagner
 El Primero..... S. A. Perkins
 Emmy Lou..... T. Reed Ingham
 Eryndee..... A. W. Lewis
 Foursome..... R. Coluccio
 Franmar...Col. Frank H. Wright
 Freddie..... Martin Paulson
 Galivante..... Lester P. Benton
 Gary Barb II..... John G.
 Whitmarsh

Grayling..... G. F. Richardson
 Gypsy..... Roy Kimbel
 Herbie-Dick..... Herbert G. Angle
 High Seas..... E. I. Maret
 Holo..... John W. Gosk
 Hope..... Frank K. Thorp
 Horizon..... Chester R. Dawson
 Hyak..... Walter H. Drahman
 Ianthe..... Frank H. Everenden
 Irene..... A. Scheuweller
 Joan..... P. H. Macklin
 Johana..... W. M. Hamley
 Jonkin..... A. R. Hartley
 Joyce II..... Jim Arnold
 June..... Henry A. Skog
 Just So..... John H. Hansen
 Kathleen..... F. Walter Graham
 Katie Ford..... W. H. Dole
 Kohala II..... Lyle L. Iversen
 Labanna..... Elmer Tillman
 Libsea..... M. C. Willie
 Little Skipper..... J. T. Hoffer
 Loafer..... Fritz Schmidt
 Lois May..... Dr. A. E. Anderson
 Marbob..... W. B. McDonald
 Mardee..... A. J. Bloom
 Margaret..... J. A. Tannahill, Jr.
 Margot..... C. Timothy Smith
 Marianne..... Maurice Milgard
 Marjorie..... Tom G. Sowell
 Mar-Lin..... Jerry Dimick
 Mary X..... Dr. I. C. Anderson
 Midargo..... A. L. Osberg
 Mione..... A. M. Polson
 Mona Lee..... Harry N. Boone
 Myown..... W. W. Metter
 Nancy..... E. F. Houston
 Neomar. Dr. Michael E. Kennedy
 No Name..... Lois Anderson
 Nubian..... G. A. Whitehead
 Nymph..... C. I. Chilman
 Oh Bud..... Jim E. Arnold
 Omea..... Dr. H. L. Petit
 Oralada..... Al McCoy
 Owl..... Geo. Eklund
 Pamanus..... William Vogel
 Pamanus II..... Ernest Mallory
 Patsy-Ann..... Gotfred Peterson
 Peggy..... R. M. Allen
 Penguin..... J. E. Jenkins
 Playback..... Tom Olsen
 Princess..... W. W. Kemp
 Punk-In-Seed..... Charles E. Ayer
 Riptide..... J. L. Anderson
 Roberta Sue..... Martin Jastad
 Robert..... Ernest Brabrook
 Sabin..... R. D. Hofer
 Saluda..... F. E. Wilder
 Sandpiper..... L. A. Muesel
 Sandra II..... Art A. A. Carlson
 Sandra K..... Earle Kinney
 Saranar..... Russell O. Stone
 Sea Ease..... E. L. Ticknor
 Sea Fun..... Ossie Tranum
 Sea Hawk..... Marty Jackson
 Seal..... A. E. Wallis
 Sea Miss..... Carl J. Arney

See-Bee..... M. H. Needham
 Shangrila..... H. L. Brines
 Sharon..... K. M. Mandley
 Shoo Fly II..... W. Herbert Schul
 Skookum..... James J. Lohrer
 Snoopy II..... F. L. Whitmarsh
 Sonora..... John Benson
 Spicoe..... Oscar W. Larsen
 Spike..... W. M. Spike
 Spindrift..... Cecil A. Brassfield
 Spinner..... H. J. Bolster
 Spray..... Jay Becker
 Spud..... Wilmet Ramsey
 Standon..... Fred S. Linn
 Stella Della..... George J.
 Sue-Gee..... Larson, Jr.
 Swan..... Carl Stover
 Sy..... Daniel S. Bigelow
 Sylclar..... T. S. Brundage
 Terrapin..... George Barren
 Tulla..... R. E. W. Bombard
 VI El..... Jack O'Bannon
 Wanderlust..... C. L. Carlson
 Weilke..... H. C. Hansen
 Willie J..... Bill Burch, Jr.
 Winifred III..... Lee Eyerly
 Winimar..... S. L. Crawford
 Winloy..... Lloyd G. Griffin
 Whirlaway..... Gordon T. Jenkins
 Woka..... M. T. Russell
 X..... Charles E. Ayer
 Yankee Doodle..... Gerry Lemon

PACIFIC COAST YACHTING ASSOCIATION

Dr. R. Phillip Smith..... Commodore
 1018 Summit Ave., Seattle
 W. H. Day..... Secy.-Treas.
 650 Burrard St., Vancouver 1,
 B. C.

MEMBER CLUBS

Columbia River Yachting Association
 Hawilan Yachting Association
 Pacific Interclub Yacht Association
 Pacific International Yachting Association
 Southern California Cruiser Association
 Southern California Yachting Association
 Yacht Racing Association of San Francisco Bay

PORT ANGELES YACHT CLUB

Boat Haven

Port Angeles, Washington

Dr. Melvin Bondell..... Commodore
 Harold Hibbs..... Secretary

Boat..... Owner
 Bondy..... Dr. Melvin Bondell
 Jo-Lee..... Palmer Kaas
 Marion..... William Rose
 Mary E..... Harold Hibbs
 Mora..... Ken Erickson
 Red Win..... Max Strong
 Revilla..... Rev. R. J. Lieby
 Roberta D..... Cliff Churchill
 Scandal..... Benj. Phillips
 Swan..... W. A. Swanson
 Vagus..... J. A. Montgomery

PORT TOWNSEND YACHT CLUB

Port Townsend, Washington
 Al Ramsell..... Commodore
 Hugh H. Zeits..... Secretary

Boat..... Owner
 Asari..... Ted Baker
 Cheveron..... Al Ramsell
 Kum-N-Go..... Hugh H. Zeits
 Margaret E..... Esko Hoffman
 Pronto..... Harold Dollar
 Quest..... Alvin Carr
 Roberta Bell..... Dr. F. I. Johnson
 Sea Pigeon..... Dr. Harry Plut
 Swabby..... Lauren Mosley
 Thadine..... John Shortley
 U and I..... Denny Sullivan

PUGET SOUND INTERCLUB ASSOCIATION

Mailing Address:
 618 East Millas Ave.
 Olympia, Washington

Lyle L. Iversen..... President
 618 East Millas Ave., Olympia
 Richard G. McCann..... Vice-President
 816 Northern Life Tower
 Seattle 1

Arthur D. Chitty..... Sec'y-Treas.
 11606 87th Ave. S., Seattle 88

MEMBER CLUBS

Bellingham Yacht Club
 Bremerton Yacht Club
 Day Island Yacht Club
 Everett Yacht Club
 Olympia Yacht Club
 Queen City Yacht Club
 Rainier Yacht Club
 Seattle Power Squadron
 Seattle Yacht Club
 Tacoma Yacht Club
 Tyee Yacht Club

QUARTERMASTER YACHT CLUB

Burton Dock
 Burton, Wash.
 David E. Baldwin..... Commodore
 Ray R. Meyers..... Secretary
 Mailing Address:
 P.O. Box 48
 Burton, Wash.

Boat..... Owner
 Epes Jr..... Ray R. Meyers
 Fairlee..... Fairman B. Lee
 Giadanni..... Robert E. Graham
 Gremlin..... David E. Baldwin
 Henrietta..... Norman Edson
 Imp II..... Leo Long
 Irene..... Dan Paulstick
 "J"..... Mae Young Judson
 Kiro..... Wm. Rueter
 Maggie..... Alvin U. Wescott
 Marty Helen..... N. Earl Davison
 Misfit..... Robt. Thompson
 My Gal..... J. William Eller
 Nesika..... Francis M. Sherman
 No Motion..... Sam Rowland
 North Lily..... Paul Billingsley
 Pokey..... Larry Allison
 Sea Breeze..... Robert R. Renfro
 Searose..... E. P. Rose and
 James P. Seabeck
 Scotty..... A. B. McEachern
 Snuffy..... Herbert F. Hiatt
 Teal..... George W. Meredith
 Tojo II..... Tom Cartens and
 Joe Long

Tuscarora.....J. Knox Woodruff
West Pass.....Dewey Engeset

QUEEN CITY YACHT CLUB

2608 Boyer Ave.
Seattle, Washington

Rhodes V. Spencer ...Commodore
Floyd D. Somers ...Secretary

POWER BOATS

Boat	Owner
Adventure	Wally Miller
Agawan	Archie Baddeley
Alabama	Earl Tonnig
Alerion	Edwin Monk
Alert II	Clarence E. Pelz
Alibi	Sewall L. Reynolds
Ajia	James M. Ballard
Alzoe	Geo. P. Hill
Ann Saunders	Lawrence W. Peterson
Aqua-Naut	Gene Herzberg
Ar-May	Col. Ralph Wiltamuth
Bambi II	James F. McDonald
Barbara Ann	Earl L. Grandy
Barnacle	F. B. Mossman
Bassilot	Wm. Baskerville
Bee-Jay	J. F. Petherick
Bee-Jay...Dr. J.	Howard Snively
Ben Dora	Arne Vesuja
Betty Gee	Bryan C. Fessenden
Betty W.	Lester W. Green
Bilim II	Vernon Brice
Billybob	Wm. J. Allen
Blondie and Dagwood	John R. Rogalski
Bluebird	Karl Klovee
Boilinder	Robert W. Zinkie
Bufflehead	Herb Carroll
By-Play	Richard McCann
Cameo	Alma E. Hall
Candy	Charles W. Sasse
Cardinal	Art Atherton
Cee-Pee II	Marshall Minnig
Chery Lee	Elmer Bakke
Chilton	Ersel E. Davis
Cholena	Howard M. Nimmons
Close Harmony	Meigs C. Close
Commando	W. M. Clumper
Como Reto	Dick Taylor
Contenta	Lou R. O'Connor
Danjer	Jack S. Katz
Davy-Hill	F. J. Myers
Del-Ray II	Ray Hacker
Discovery	Steve Yates
Dolly	Bruce Daly
Don Dee Lee	Don S. Swinford
Donna Fae	Fred Yates
Dottie Lou	M. S. Frampton
Dutch Maid	Lloyd Vosper
Eagle	W. M. Everett
East Wind	Herbert W. Timm
Echo	Samuel C. Ware
Edith H.	Clarence W. Sherman
Eejay	Thorwald Peterson
Eflow	Ernest L. Wolfe
Elgwen	Wm. F. Jensen
Elixir	Milton G. Endslow
Elroy	John P. Bricker
Enchantress	Leo Diers, Jr.
Euphoria	Dr. John Fountain
Eveldon	S. H. Perkins
Faun	Herschel Atherton
Fiesta	Dr. A. B. Ford
Florence M.	Verne Kvalshaug
Florie Ann	Lloyd Krueger
Gallant Lady	Bob Clime
Gee Gee	W. H. Burdghuff
Gemar II	George Doherty
Georgia	Spencer Stokes
Glorianni	Thomas L. Compton
Gold Dust	K. E. Carlson
Griff-Anne	Marshall Hopkins

Gypsy	Hugh McClure	Roustabout	Edward T. Rowse
Halcyon	R. E. Fleischer	Ruswin	Dr. Frank C. Russell
Hawkeye	Dale S. Cogshall	Salt Shaker	N. F. Oldenberg
Helen	T. C. Gundersen	Sand Dab II	Orrin H. Freeman
Hilma III	Chet Gibson	Sand Man	John R. Martin
Holiday II	Russell Rathbone	Sarna	Jack T. Ranken
Hoyden	L. W. Van Dyke	Sarna Lou	Elwood Stone
Huck Finn	Dr. Durward	Sea Carol	Joseph H. Harris
		Sea Dog	Henry L. Jones
		Sea Dog II	Dr. H. A. Rodolf
		Sea Idle	Lester O. Trabert
		Seafarer	Homer Carroll
		Sea Shell	George Wakefield
		Sea Spray II	Robert W. Littlell
		Sea Sprite	Elmer S. Foote
		Seawearer	Robert E. Landweer
		Sea Wolf	Seth Green
		Seaworthy	W. H. Norton
		Selvia	Rhodes Spencer
		Shal-Juan	A. E. Ahlberg
		Shamrock	Wm. A. Bronson
		Shangri-La	Dr. Ed C. Guyer
		Sharie	Dr. J. Harding Baker
		Sharie II	Milton G. Wilson
		Shellback	Floyd D. Somers
		Sheri-B	Earl D. Brown
		Shirley Marie II	Jack E. Baker
		Si-Joy	H. W. Locke
		Silver Mist	Lawrence M. Riches
		Sinnemox	Myer A. Bornstein
		Skimalong	Wm. E. Boardman
		Skylark	Walter W. Thayer
		Solace	Fred M. Arntson
		Spliden	A. F. Sulak
		Stardust	John F. Evich
		Storm King	R. W. Mades
		Susie	N. J. Blanchard
		Suzann	L. V. Clough
		Tadpole	Fred P. Laudan
		Tamenu	Roland Cornelius
		Tanda	Edwin W. Oban
		Tang O' Sea	Serge Becker
		Tarf	Larry Brackett
		Tik Tok	Herb L. Klock
		Tillicum	Percy O. Kidder
		Tipsy Too	Frank E. Metz
		Trimmership	M. G. Shain
		Virginia	Fred Markley
		Wahoma	Eugene V. Walby
		Water Baby	Frank Carmichael
		Wee Mook	Jai Halls
		West Coast	Alfred Ghezzi, Jr.
		West Way	Bruce J. Mitchell
		Widgeon	Roy D. Nicholson
		Willette II	Darwin F. Lee
		Wilsonia	Rudy Kasper
		Winabu II	Willis A. Crossett
		Wind Rush	William E. Lewis
		Yankee	Philo W. Lund
		Zephyr	Jim Morrison
		Zetella	Duncan Jacobson
		Zingara	T. M. Dennis

SAIL BOATS

Aquarius	Lloyd R. Calkins
Ariki	Ed Watts
Audrey	Percy White
Galenis	Victor M. Ganzer
Gleam	Leonard R. Greenaway
Hornet	C. A. Solberg
Killetan	John W. Richards
Koru	Steve E. Johnson
Mariner	Dr. Peter G. Schranz
Melada	Dr. Carl M. Burdick
Mios-Woendi	J. Wendell Trosper
Nawin	Karl A. Seastrom
Neoga II	A. E. Peier
Serada	Dr. C. D. Goodhope
Simmy	Henry S. Sanford
Southern Cross	George Millard
Surf Scoter	Robert D. Wells
Tide	Dr. Raymond Loy
Uwhilna	Albert Lyford
Vagabond	Edwin C. Poland
Wandering Lassie	L. Burton
Wee Two	Lewis E. Bliss

White Cap.....Dr. David Metheny
 Yellow Cat.....Vesterman E.
 Stanley
 Zingara.....Eric H. Zahn

RAINIER YACHT CLUB

Seattle, Washington

Everett G. Henry.....Commodore
 Rodger E. Holmstrom.....Secy.
 12044-75th South
 Seattle, Washington

Boat **Owner**
 Adelaiade.....Wesley H. Wilkes
 Beulah M.....Roy A. Palm
 Billy.....Arlo R. Cook
 Bloop Bleep.....William R. Thomas
 Carolyn.....Charles Maris
 Connie B.....Everett G. Henry
 Countess.....Harold A. Cade
 Don.....Archie Gustine
 Don Alda.....Clem LaVoy
 Don-Marie.....Charles H. Dahlgren
 Duchess.....Edmund C. Bold
 Eight Bells.....Joseph H. Little
 Ellie R.....Edwin S. Ramey
 Foxee.....Robert Clark
 Gladys Ve.....Robert C. Brown
 Gulf Stream.....Monte E. Brown
 Gsy Jean.....Vincent Hansen
 Happy Days.....F. H. and

Holland F. Barrett
 Ha Ru.....E. Harold Wilson
 Hawkeye.....Dale Cogshall
 Holiday.....William H. Stone
 Honey III.....Norman Hackett
 Husser.....Robert W. Brown
 Idlin Jett.....Lloyd M. Jett
 Iva-Lyn.....Frank Mylan
 Jeanne II.....Geo. Moore
 Jodi.....Hayden Williams and
 John Swanson
 Johnbo.....Howard H. Bothell
 Just Us.....Wm. Harmon
 Kirby Mac.....Dr. Arthur F.
 Balkema

Lady Jean.....Alex and
 John Thomson
 Luckybell.....Grenfell L. Bell
 Mayde.....Glenn Orlob
 Miss Lakewood.....Louie Emmanuel
 Miss Lill.....Wm. Mitchell
 Moonlight Maid.....Murray

Sutherford Green
 Myred.....Redick R. Phelps
 Nancy Ann.....E. C. Wakefield
 Norn II.....Harold Moreland
 Page II.....Vesero F. Page
 Patsy.....Francis Ulrich
 Peer Gynt.....Horace A. Weston
 RUE.....M. D. Huckins
 Sandra Dawn.....Frank L. Wilson
 Shari-King.....Randall Rockhill
 Sharry Lee.....Charles J., Jr.
 and Laurin E. Lamb
 Silver Wake.....Cal Eddy
 Skipper II.....William B. Custer
 Smoky.....Lloyd G. Scott
 Surplus.....Charles L. Stover
 Suzy-Q.....Henri A. Gandy
 Svenska Flicka.....Rodger

Holmstrom
 Swallow.....Wm. Pool
 Tag-a-long.....Aaron L. Lee
 Tahiti Baby.....Harry L. Alcott
 Tazz.....E. W. Lyen
 Three Jays.....Hugh G. White
 Travelore.....A. C. Ellington
 Victory.....Myer Lurie
 Wally.....Joseph L. Carmin
 Water Lou.....Raymond D. Day
 Wee Mac II.....James C. Mc
 Dougal
 Wen-C.....Walter Callahan
 Wendy Jane.....Ed Tuttle
 Widgeon.....Bertram H. Kehrer

SEATTLE YACHT CLUB

1807 Hamlin St.

Seattle, Washington

Dr. R. Philip Smith.....Commodore
 Anderson S. Joy.....Secretary

POWER BOATS

Boat	Owner
Accolade.....	David M. Williams
Adios.....	John W. Rumsey
Adventure.....	Otis B. Harlan
African Queen.....	Frank Morris
Aggie M.....	C. Noel Caldwell
Aida.....	Phil T. Gardner
Aldon.....	Dr. A. J. Bowles
Aldon.....	Donald L. Rheem
Alieron.....	Edwin Monk
Ajia.....	James M. Ballard
Alondra.....	Carl Marts
Annadon.....	Donald C. Taylor
Antares.....	Churchill Griffiths
Aquilo.....	Edward D. White
Arlene.....	Stanley E. Youngs
Barcaro.....	Ross W. Sutherland
Begoda II.....	D. R. Fisher
Big Dipper.....	P. B. Edes
Bilgewater II.....	B. Schoenfeld
Billy Boy III.....	Edgar E. Cushing
Blue Jacket.....	Miller N. Griffiths
Blue Jay.....	Harry H. Cahill
Blue Peter.....	H. W. McCurdy
Bonnie Lassie.....	E. C. Fiedler
Cabaran.....	Lynn O. Foster
Candy Bar.....	Buel Hannum
Canin.....	C. E. Houchin
Carefree D.....	H. F. Hopkins
Carmelita.....	Norton Clapp
Carolina.....	G. P. McManama
Casco.....	Dale O. Crawford
Charbus II.....	Ernest J. Ketcham
Chevy.....	B. C. Beck, Jr.
Cherub II.....	Lincoln Bouillon
Cita.....	Charles S. Dunn
Clare II.....	Reuben J. Tarte
Close Harmony.....	Meigs C. Close
Coho.....	Wm. McKay Davis
Commando.....	Wm. R. Bryant
Continental II.....	Harold K. Hovland
Copro II.....	Fred P. Dobbs
Cormorant.....	J. P. Caldwell
Craco.....	Edmund S. and Truman
Cross Sound.....	Dr. Pierre Dow
Cyrilla.....	Verner O. Jensen
Dabob II.....	Harry D. Larson
Danelle.....	Dan N. Florito
Davey.....	W. Ward Davison
Davy F.....	Kenneth A. Helms
Daydream.....	W. Eyrie Day
Debit.....	Wm. G. McMeekin, Jr.
Dee.....	Hawthorne K. Dent
Deerieap.....	Campbell Church Jr.
Denny G.....	Latham Goble
Dindy Ivy.....	Virginia and Warren
Dirigo.....	Iverson
Dolphin Bay.....	Harry V. Wenger
Dorene.....	John M. Sorenson
Dorothy.....	Orrin R. Flisher
Dorothy D.....	Walter T. Coy
Dorothy Jean II.....	Charles D'Amico
Duchess, The.....	Albert E. Horn Jr.
Duffy.....	George Brice
Dunlin.....	Dr. Eugene L. Kidd
Duz.....	Raymond R. Meyer
Eastwind IV.....	M. H. Wyman and J. A.
Edith R.....	Smiley
Edith R.....	Ed Eastes
Edith R.....	Kenneth B. Colman

Boat	Owner
Eejay II.....	John H. Simpson
Electra.....	L. R. Phillips
Eilon III.....	John Kucher
Ellen H.....	R. C. Holt, Jr.
Ellie R.....	Edwin S. Ramey
El Phileen II.....	Harold D. Fowler
El Primero.....	S. A. Perkins
Elsie.....	Alfred Von Stubbe
Esperanza.....	A. W. Pratt
Ethelwyn.....	Arthur E. Erickson
Eugenie.....	Donald F. Heghund
Express.....	Donald L. Rheem
F A D.....	Frank A. Dupar
Fairweather.....	Webster B.
Fairweather II.....	Anderson
Finlandia.....	K. A. Loveland
Fightales.....	Sverre O. Jules
Five Tar.....	Donald K. Weaver
Fly-By.....	George W. Marshall
Freelancer.....	Lyman Thomas
Friendship II.....	Walter M. Lemcke
Frisky II.....	Dr. Gordon W.
Ga-ly-an.....	Douglas
Gee Bee III.....	John W. Milner
.....	Chester E. Gunderson
Gertrude C.....	William C. Greer
Gim-Jin.....	James O'Brien
Gremlin.....	Robert W. R. Day
Gretchen.....	Lyle A. Wood
Gwedue.....	Thomas Carlile
Gwendolan.....	Frank L. Hawkins
Gwendoline.....	Clark Malmo
Helen II.....	Stephen Philips
Helmar II.....	John T. Lancks
Holiday.....	Gregg C. MacDonald
Hyades III.....	R. J. Lamont
Ilove....	Leslie C. Potter
Inventing.....	F. G. Hudson
Irene E.....	Earl Kennell
Irish Lassie.....	Wm. P. Dodge
Isle-Air.....	M. R. Eyler
Itchin.....	R. J. Acheson
J. M. C.....	Tony Jensen
Jadon.....	Jack Rottier
Jeanneken.....	Kenneth B. Ross
Joal.....	Mildred A. Burke
Joeke.....	Daniel Lundin
Joe.....	Howard Irwin
Jolly Tar II.....	E. E. Hemrich
Jubilee.....	Richard DuBois
Julie Girl III.....	Jerry Bryant
Kaleta.....	R. H. Byington
Kaitlan.....	Donald E. Reha
Karen.....	A. L. Lanham
Karen A.....	John Dilatush
Karu.....	Ted G. Peterson
Kathleen.....	Henry Judson Jr.
.....	and Sr.
Kay Dee II.....	Quent Williams
Keaywdin.....	Caleb S. Stone, Jr.
Klatawa.....	Oliver H. Tracy
Knute II.....	C. L. Knudtsen
Lady C.....	Lawrence Calvert
Lady Grace.....	Frank C. Houghton
Lady Jean.....	Lewis F. Harthorn
La Beverie.....	Harold A. Jones
Landmark.....	L. Evert Landon
La Siesta.....	R. S. Waltz
Laverock II.....	Wm. R. Yeakel
Laverock III.....	Edward Cuningham
Lazy Legs.....	A. Talbot
.....	Campbell, Jr.
Leonore.....	G. W. Skinner
Lillian.....	J. D. Sparks
Lillian D. Foss.....	C. Arthur Foss
Linnea G.....	G. Robert Geiger
Little Helen C.....	Earl R. Dodd
Little Jewel.....	A. E. McIntyre
Llarevo.....	H. F. Keeler
Lucky Lou.....	Lyle E. Parmely
Maggie.....	D. Percy Guy
Mahihini.....	Dr. G. E. Deer
Margaret J. H.H.D. McDonald	
Margaret M.....	Frank J. McHugh
Marharver.....	R. D. King

Jay Gee.....Dr. Joe T. York
 Jay Gee II.....George H. Singer, Jr.
 Jessica.....Sidney Gerber
 and J. T. Jacobsen
 Jim-Jam.....Frank E. James, Jr.
 Karen.....Karl A. Hostetter
 Katy.....E. Loyd Nelson
 Khorasan.....Frank D. James
 Kibitzer.....Wm. Y. Baker
 Klahowya.....A. W. Van Kirk, Jr.
 Koala.....Dr. H. B. Garrigues
 Krishna.....Michael Weaver, Jr.
 Kuon.....Holden Withington
 La Gaviota.....C. Frederick Harley
 L'Apache.....Howard Richmond
 and Max H. Wyman
 La Push.....Ronald Stovner
 Lady Alice.....John Soderberg
 Lady Jane.....Bert and Lang Hyde
 Lady Van.....Robert Denny Watt
 Laura Jean.....Kenneth Anderson
 Leilani.....Harold E. Gray
 Lemolo.....Hugh P. Brady
 Light Scout.....Donald H. Amick
 Lightning.....Charles W. Buehler
 Lightning.....James W. Haviland
 Lisa.....Anchor Jensen
 Little Mo.....A. E. Crayne
 Long Story II.....George P. Horton
 Lorelei.....Don C. Proudfoot
 Love Barge.....Anchor Jensen
 Luff.....John M. Peterson
 Lulu.....Hugh Watt
 Ma Dee.....George C. Martin
 Manana.....Wilbur L. Brown
 Manana.....John W. Ellis
 Margaret D.....Andrew Wright
 Maribou.....Don C. Whitworth
 Marjac II.....Robert L. Perry
 Marjean II.....Geo. W. Farnsworth
 Marjune.....Paul Morris
 Marmetta.....Edmund Hayes
 Maruffa.....John Graham Jr.
 Maskee.....Garrett Horder
 Melody.....Ken P. Kenworthy
 Mercury.....Clark L. Stuempges
 Mercury.....Daniel B. Trefethen,
 Jr.
 Merry Mac.....John W. McDonald
 Mervita.....Winthrop F. Case
 Mickey.....Carl B. Daniels
 Mike Fright IV.....Paul S. Morris
 Miss Mischief.....Becker R. Wilson
 Mist.....K. A. Metcalf
 Mohee.....James L. Houston
 Monreve.....C. W. Eshom
 Moon Glo.....Richard B. Hagen
 Mrs. Pettibone.....J. H. Moffett, Jr.
 Murmur.....Malcolm V. C. Hickey
 Murrelet.....W. J. Curry, Jr.
 My Queen.....Jon Rose
 My Sin.....Robert C. Munger
 Naiad.....A. S. Kerry
 Nancy Ann.....John Boren
 and J. J. Harris
 Nautilus.....Robert MacRae
 Nautilus III.....T. Harbine Monroe
 Navigo.....Virginia Vining
 Navita.....C. L. Egretvedt
 Nawitka.....Edward C. Graff
 Neoga.....Allen B. Engle
 Night Witch.....George M. Peaslee
 Nimble.....Allen B. Dorsey
 Nimbus.....Dr. Irving Anderson &
 Frank Calvert
 Nixie.....Marshall Perrow
 Noname.....Ralph Wolbert
 Nootka.....Keith Fisken
 Oceanid.....Maurice Rattray, Jr.
 Odyssey.....Henry T. Meadow
 Ono.....Herb W. Day
 Opus I.....Samuel L. Lake
 Otaheite.....M. W. Brower
 Pagan.....Donald and Dennis
 McFeely
 Pam.....Peter C. Best

Pampero.....Henry A. Ellers
 Penguin.....Wm. A. Jaquette, Jr.
 Pequod.....Alexander A. Bill, Jr.
 Pete Too.....Virginia P. Platt
 Phynnodderey.....Max S. Campbell
 Pocomoto.....Dr. W. H. Stellwagen
 Pole Star.....Mrs. James E. Hunter
 Prelude.....Richard M. Phillips
 Punk.....David J. Padon
 Red Jacket.....Geo. H. Parsons
 Revenge.....C. P. Paschall
 Risken.....J. Glen Liston
 Rival.....Ernest A. Banner
 Rory.....Douglas J. Stimson
 Rowdy.....Elizabeth &
 R. A. Osborne
 Rubiyat.....Russell H. Huff
 Saber.....Garrett G. Sweany
 Saga.....Wayne Murray, Jr.
 Salty.....Kenneth F. Norden
 Sandy.....Stanley A. Brand
 Sanjia.....George E. Riley
 Sanjia II.....Dale Dow
 Say When.....Wm. R. Wood
 Scarab.....John Ford
 Scarlet Queen.....Donald D.
 Fairbanks
 Sea Cure.....Norman Cole
 Sea Horse.....Dr. Jack M. Docter
 Sea Witch.....Jack Warburton
 Sharon L.....Miles McCoy
 Sindbad.....Paul C. Harper
 Sinn.....Gordon Cash
 Sirocco.....J. M. Palmer
 Sir Tom.....Wheaton D. Blanchard
 Skylark.....John A. Burnett
 Spanky.....Edward G. Morgan, Jr.
 Spirit II.....Harold A. Jones
 Starbright.....Richard T. Davidson
 Starling.....C. A. Newell
 Stormy Weather.....Harold
 Helliesen
 Subdeb.....Peter McTavish
 Sunda.....Wm. H. Griffiths
 Susan.....Garland Connor
 Suva.....Dietrich Schmitz
 Swift.....R. S. Moore
 Taku.....Herbert H. Hanlon
 Taruga.....Robert E. Priebe
 Teal.....James C. Bleitz
 Tenderfoot.....R. F. Campbell
 Thesis.....E. F. S. Chambers
 Thor.....Denny Thorlakson
 Tola.....Charles Olmstead
 Tops.....Robert S. Moore, Jr.
 True Luff.....Bjarne Jensen
 Twenty Four.....Wm. R.
 Nightingale
 Twilight.....Raymond H. Barnes
 Twinkle.....Bruce Evans
 Valkyrie.....Charles Moore, III
 Valkyrie.....Robert W. Condon
 Varuna.....Bruce Morgan
 Veede.....Andrew Harris
 Venture.....Gardner Gamwell
 Vixen.....Victor Beck
 Wahoo.....Wm. E. Boeing, Jr.
 Wanderlust.....Dick Morgan
 Watauga.....Ceber Baillargeon, Jr.
 Westward Ho.....John B. Helsell
 Weta'ssi.....Delancy B. Lewis, Jr.
 Whani Whani.....C. Frederick
 Harley
 What's That!.....Milton A. Flaten
 Whichcraft.....Tedrowe Watkins
 White Cloud.....Howard Carroll, Jr.
 White Cloud II.....R. R. Pratsch
 Whitecap.....A. James Cook
 Wild Flag.....Stephen Chadwick, Jr.
 Windswept.....L. E. Geary
 Winsome.....Edward F. Pearson
 Wisp.....Franklin K. Fogg
 Wood Pussy.....A. Linus Pearson
 Wrinkle.....Harold T. Klein

SWINOMISH YACHT CLUB

LaConner, Wash.
 G. E. "Al" Knapp.....Commodore
 Frank Sanford.....Secy.-Treas.
 Mt. Vernon, Wash.

Boat Owner
 Bronze God.....Robert Dursch
 Charlotte.....D. J. Lawson
 Dartaway.....John W. Cook
 Dawn.....G. E. Knapp
 Di'sa.....Forest Prater
 Flying Cloud.....George McMillan
 Hattie D.....Claud Davis
 Jasper.....Claud Sanford
 Jastel.....John C. Cox
 Jeannie.....Cmdr. Henry G. Cooper
 King Thor.....Martin Olson
 Lady Leck.....Jim Leckenby
 Marylin.....Frank Sanford
 Respite.....F. Rasmussen
 Rita Anne.....E. Mersereau
 Sea Queen.....Don & Bob Maloy
 West Shore.....J. Herb Gardner

TACOMA OUTBOARD ASSOCIATION

Dale Dow.....President
 Penny Malot (Miss).....Secretary
 420 East 36th St.
 Tacoma, Wash.

TACOMA YACHT CLUB

Point Defiance Park
 Tacoma, Wash.

Frank I. Heffernan.....Commodore
 Kenneth Ollar.....Secretary
 Mailing Address
 Box 54th & Pearl St., Tacoma

POWER BOATS

Boat Owner
 Aeolus.....Dr. A. L. Schultz
 Alibi.....Doug Coates
 Alida.....Willard Andre
 Allright.....Frederick B. Wright
 Altamaha.....Chas. F. Hufford
 Amberjack.....C. G. Gilliard
 Anna-Lora.....L. G. Allotta
 Anna-V.....Olaf Ericson
 Aqua Tahquitz II.....Carlyle F. Muehler
 Aquilon.....Stanley V. Dunning
 At Ease.....Robt. S. McLean
 Atica II.....Charles W. Hoffman
 Banshee.....Ray R. Kelly
 Bee Mac.....Jack Giseburt
 Beachcrest.....B. T. Sjobern
 Bella.....W. H. Lindberg
 BenMargin.....Charles Wolf
 Ben Bay.....Peter F. Bennison
 Betty B.....Bert Bradley
 Bidarka.....Gershon C. Rowland
 Billie Boy.....J. A. McDougall
 Bonnie B.....Rufus Parker
 Bonny Belle.....Carter Lee
 Bounty.....Geo. Thompson
 Bregita.....Dr. J. W. Gourley
 C. B. D.....Wm. Lu Vasser
 Can Do.....Art Rowe
 Cascadian.....Russell W. Ross
 Cecelia.....J. C. Bekemans
 Cinnebar II.....N. L. Rose
 Clara-Jean II.....Mitchell Skansie
 Clara V.....C. A. Kintz
 Colleen.....L. G. Peck
 Coralle.....Ted Hill
 Corky Too.....A. C. Barnett III
 Crest.....Haldor Dahl
 Cristy Jane.....Frederick C. Wolf
 Cromwell.....C. E. Powell
 Daphne.....Chas. Reberger
 Dawn.....Anton Johnson

Dixie III	Frank I. Liles	Madge Ellen	Edmond Zukowski	Tinker	James W. Loveland
Diorah	Harold C. Gates	Majo III	Mrs. R. Glenn Sherman	Tioga	Roy Virgil
Do-Mar	Herman E. Tenzier	Majorette	John C. McEachron	Tom-Kat	E. D. Thompson
Don-Lois	John Lester	Maretsa	Otto Janacek	Trade Wind	C. R. Mojean
Dorette	Mrs. Harvey Kellogg	Margo	William J. Skanzie	Traveler	John Fletcher
Doris II	John Rule	Mari-Mar	Norman Garlick	Trim Too	Stanley Steel
Dorothy-Jeanne	E. L. Cleveland	Marjoh	Ewald Anderson	Triton	G. W. Wright
Dorothy III	M. W. Pitts	Marpet II	Peter Formuzis	Frostig	John H. Anderson
Dot	Tom Mairs	Martha	W. H. Allard	Tyee	James DePolo
Driftwood	L. T. Barker	Martina	J. D. Shotwell	Valaron	Norman D. Kear
Duchess II	Dr. Ross D. Wright	Mary Ann	George Irey	Venice	Roscoe B. Shiley
Dyk-N-Vye	Frank Willard	Maudos II	O. V. Snyder	Venture	Ervin Z. Fredricks
El Primero	S. A. Perkins	Minx	J. G. Dawes	Villa Lou	A. M. Dabros
El Tejano	F. D. Dean	Miriam	Reuben C. Carlson	Wee Chinook	Dr. C. E. Stafford
Elsa	Anton Petrich	Miss Cathleen	W. R. Emery	White Cap	R. G. Hawkins
Escape	Henry Wagner	Mitlife	F. D. Metzger	Whiteley's	Leslie Whiteley
Euforia	Treacy Duerfeldt	Modesto II	Ted Worthington	White Spray	W. W. Gaudreau
Fairliner	Allen and John Petrich	Mola	Wm. L. Healy	Willmar	H. O. Ekre
Fiesta	O. H. Brasier	Muir Maid	Jack Ritts	Will-O	Will H. Oliver
Fiskin	Dr. Charles Larson	Natus	R. H. Hartman	Willipeg	W. H. Ostruske
Flicken	Anton Ohlson	Nawita	E. C. and H. John	Winnifred III	Rudy Mueller
Fraia	Frank Heffernan		Halverson	Yankee	William A. Kunigk
Fred Mar Clay	Clayton I.	Neola	Glen T. Brown		
Free Lance	William L. Worden	Nirvana	Audley M. Fraser	SAIL OATS	
Gadget	Robert C. Bourdon	Noco	Willard P. Palin	Adelphi	C. N. Udall
Galant Lady	M. C. Riggs	Orion	G. H. Imeson	Alert	C. D. Ogden
Gedoca	Harold T. Sorensen	Owana	R. B. Shadduck	Alouette	Mrs. W. D. Christie
Geo. III	Geo. W. Raudenbush	Page's Folly	Robert Springer	and J. Araston	
Glip	C. F. T. Rowe	Palette	Vernon Tuttle	Anada	E. R. Johnson
Ginni Belle	George Baydo, Jr.	Pam II	Jerome L. Weinstein	Aurora	Al Faithfull
Glenora	W. H. Van Horn	Pan Zee	Lloyd Stacy	Caper	Dick Christensen
Glory-Be	Charles Love	Patrus	George Giffin	Cinnebar	Ben Barry
Green-Wing	Lloyd Eberhardt	Paulajean	H. F. Stapleton	Coquette	Dick Williams
Greenwing	Lloyd J. Eberhardt	Pearl Ann	Howard G. Post	Dairabar	Dr. Wm. Taylor
Hanukal	John Potter	Peggy Jean	Arney R. Colby &	Dena	B. De Mars
Happy Hours	Ray Howe		Dr. C. Trimble	Donna II	L. Wasserman
Harbill	Bill Tietz	Peggy Too	J. Allen Clark	Emquad	Ken Hore
Harbill	Harry S. Rinker	Penny	Fred D. Bolen	Eric	Don Christensen
Hazel B.	Clarence Beckwith	Petanna	Harold F. Peterson	Foam	S. B. Larsen
Heather Bell	A. D. Williams	Picaroon	A. M. Grilley	Gusty	Wm. Nichols
Helclif	Clifford Otto	Puget II	Sidney Conquest	Hanukal	John Potter
Helene	Donald E. Davies	Ray-Vera	Raymond Scott	Hobo	M. Powell
Hi-O-Hi	Walter J. Ryan	Research	Wm. Parker	Ianthe	Paul Plotts
Holiday	Wm. Mojean	Richlu	Bernus W. Recob	Ida	Neal Nelson
Holimacrel	Chas. and Earl Cooper	Riptide	Ernie Ohison	Jaudy	N. Christensen
Honey-Belle I	James Repp	Robbie	Dr. J. R. Campbell	Jo	Wm. Nelson
Hornet	E. D. Rich	Roberta Ann	Clifford C. Clark	Lady Luck	Neil McConaghy
Howdy II	H. W. Trefry	Roberta-Gene	Robert Wolff	Loki	Fred Haley
Hull Hull IV	Warren Y. Hull	Robin Wood	A. W. Pitts	Loril	Jack Evans
Hunky Dory	Norman Runions	Rodger J.	Harold H. Billie	Marijune	Martin Stockwell
Hundred	Ed S. Wright	Rodgermill	Clifford Paulson	Marnie	Wm. Dobyns
Ida-Mac	Horace Mills	Romance	Bert Sundgren	Nautilly	Dudley Bothel
Ilahee	W. C. Berg	Ruby J.	Walter Witte	Nautilus III	Harbine Monroe
Imp II	Leo Long	Sally J II	Victor B. Johnson	Neth	Curtiss Hill
Irma Belle	Arthur W. Hinz	Santa Rosa	Otto Drahdorff	'N Heaven Too	Alan Ehrenberg
Islander	John J. Carbone	Sea Breeze	Donald Foss	Nixie	Marshall Ferrow
Jackpot	Dr. John Hanson	Sea-Cap	Forrest Lyons	Page's Folly	R. D. Sprenger
Jarbo III	A. S. Hageness	Senesta	Otto L. Johnson	Penguin	H. C. Perkins
Jet	Ted B. Palmer	Sea Fox	Col. Howell A. Nash	Popeye	F. F. and R. P. Hammond
Jo Ann	Fred Treichel	Sea Mias	Albert Sandberg	Reverie	Dr. Gov. Teats
Joanette	Roy Pietsenburg	Sea Mist	Frank E. Fuller	Ripples	Wm. Christensen
Julie Girl II	Harold Phillips	Sea Rose	Eugene Rose	Roddy Tot	Edwin E. Bare, Jr.
Kalook	Paul Billings	Sea Zephyr	J. J. Huntington	Saturna	Dr. J. O. Taylor
Kamiakin	Warren Rathbun	Shady Lady	John L. Plowden	Scarlet Clipper	Kirk Hull
Kathleen	David F. Pennington	Shamrock	Lloyd Waterhouse	Scheherazade	Tom Falk
Keewaydin	Elbert and Frank	Shirley Jo.	Raymond Wall	Swiftsure	A. Gratzer
Kid Boots	Baker and George Russell	Show Girl	Russ Michael	Symra	Wm. Larson
Killiwake	John Horjes	Shutter Bug	Kenneth Oilar	Talofa	J. G. Robinson
Kingfisher	Gotfred O. Stovner	Silver Spray	Jack Shipley	Thorobred	M. G. Cunningham
Klahowsky	E. H. Webb	Skippy	Leo Rink	Tlu	Frank Boskovich
Kodiac Bear	Paul Riggs	Skitter	Bartlett Rummel	Totem	Jack McPherson
Lady Lynn	Al Hale, Jr.	Slo Pok II	Ralph K. Still	WHEELJAMMER	R. McMahon
Laurena B.	James Enochs	Spray II	Fred Ludwig	Wendy I.	H. Hutchinson
Leeway	Monta Boston	Stealaway	B. F. Smith	We Three	L. M. Rosenbladt
Leeway	Robt. E. Lee	Suitus	Harold Thompson	White Cloud II	Rad Pratsch
Lellani	B. D. Elliott	Sulu	Dr. Ellwood Davidson		
Leisure	H. W. Williams	Susan-Lynn	A. E. Maiacky	TYEE YACHT CLUB	
Lilmar	George W. Ross	Taholah	J. T. Bennett	The Marina Mart	
Linnea G.	Gus Geizer	Terron	Buford L. Payson	1500 Westlake N.	
Little Toot	E. A. Riebe	Thea Foss	Henry Foss	Seattle, Washington	
Lori	Carl C. Overhuls	The Bobbin	Judd Day		
Lower Light	R. Robt. Crawford	Theima K.	Stanley N. Kolitzoff		
Luann	Jules Nyzen	Theo Lo.	Theo Zimmerman		
Lundee	A. E. Lunderen	30 E 1447	Lawrence Koval		
Mabarc	Archie Matthew	30 M 1587	Del Belfoy		
Mabel B.	A. R. Bunge	Thora Gay	Dr. Roy F. Henry		

TYEE YACHT CLUB
The Marina Mart
1500 Westlake N.
Seattle, Washington
Joe Williamson.....Commodore
Burt Dinlus.....Secretary
17400 Sylvester Road, Seattle

Boat	Owner
Birdie	Dee Dorsten
Blue Skies	Frank Stevens
Bonita	Harold P. Hall
Cerose	Cecil Pullen
Debit	William McMeekin
Deliver B.	Elwin O. Phelps
Donavil	W. W. Reault
Eudora	Edward Hiney
Fifi	Walter Weyrick
Gayle	Paul E. Williams
Genie	Clyde C. Elsasser
Hilma III	Chet Gibson
Journeymen	Burton Dinius, Jr.
Katrinka	Lloyd Nachtway
Mary B.	William E. Ross
Moana	Austen D. Hemion

Moon Mist	Walter M. Hupp
Northwood	Vincent North
Photo Queen	J. D. Williamson
Pixie	Fred M. Foster, Jr.
Pixie	Al Mattivi
Pollywog II	William H. Brodersen
Regmar	Reginald Chesterman
Sea Lane	O. H. Rhind
Sea Tramp	Harold Salveson
Tassie	Oscar E. Weiden, Jr.
Teco	J. Russell Thompson
Vagabond	Jack Meyers
Venida O.	Edwin J. Osols
Veterinario	Dr. T. W. Penfold
Winabu-Too	Willis Crossett
Winnie-Elaine	Hubert Shearer

20-KNOTTERS	
Aero Marine Club	Atop the Sorrento Hotel
Seattle 4, Wash.	
Jack Henderson	Commodore
D. H. Lundin	Vice-Commodore
George F. Crapp	Secretary
1001 Terry Ave., Seattle 4	

YAKIMA BOAT CLUB

Rimrock Lake, Washington
 John H. McFall President
 A. M. Willoughby Sec'y-Treas.
 1003 N. 10th Ave.
 Yakima, Washington

British Columbia Yacht Clubs

BURRARD YACHT CLUB

Coal Harbor
 Vancouver, B. C.

S. R. Maddison Commodore
 K. Bramall Secretary

Boat	Owner
Adarene	F. Kuchinka
Agnes, R. L.	F. E. Reed
Alansana	R. J. Casson
Aiern	E. A. Phillips
Aloha	J. G. Williams
Alondra	E. J. Cook
Amanha	H. Proctor
Amigo	S. A. Blaney
Anita Joyce	A. R. Black
Arylne	S. E. Andrews
Avolente	M. E. Howe
Betnan Bill	D. S. Harley
Betty	J. C. Gowenlock
Betty-Lou	A. E. Anderson
B. for Bob	R. G. Selman
Blithe Spirit	T. D. Fenner
Blue Boy II	T. C. Little
Bob-Rob	S. A. Bowman
Cairdeas	J. Boyd
Cassandra	A. Scotland
Cavaller	R. C. Caverly
Charita	Dr. C. S. Dawe
Chilon	F. D. Pratt
Clair De Lune	E. L. Ledrew
Creasthaven	J. Freer
Dolphin	E. E. Dubéau
Dorothy B.	R. A. Bilton
Double J.	J. J. Astell
Dyne	J. C. Heelas
Faustina	Wm. Adamson
Flagan	W. P. Haggerty
Gay Airs	W. R. Gair
Geradon	J. R. Nesbitt
Graceine	J. P. Watts
Haldicon	H. C. Becker
Harmony	E. F. Jefferys
Janra	S. R. Maddison
Jaro	Dr. L. F. Marshall
Jeanette	O. D. McBride
Kalamalka	O. A. Link
Klee Wyck	I. B. McKay
Lady Anne II	R. D. Davis
Lady Bountiful	E. I. Bird
Lady Mist	J. O. Mander
Laura I.	K. Bramall
Leisure	W. E. Wright
Lesiar	W. S. Brims
Lilley Dink	S. H. Lilley
Lougee	R. M. Robertson
Lucky VII	W. E. Shannon
Mamo	L. Hyde

Marella	R. H. Rankine
Margaret E.	M. M. MacIntyre
Maridaph	D. A. Frewin
Maristian	L. W. Bradbury
Marnez	H. Lucas
Marni II	H. Skelding
Mauluday	W. S. Greer
Melampus	J. Vince
Melita	N. E. Wilbey
Mercury	B. F. Daigleish
Mersel	H. G. Selman
Mistral	J. W. McDonald
P. M. L. 3.	E. Allan
Prelude	R. Wrigley
Quest	O. Cote
Rita	W. Bromilow
Rogric	D. W. Duncan
Ruthken	K. Little
Sally-Jo	J. W. Knight
San Jolin	J. B. Lister
Scarreta II	L. R. Mason
Scamper	T. L. Johnston
Sea Holm	R. B. Kipling
Sequin	A. R. Mark
Star Rise	C. E. Northrup
Star Trail	R. L. Griffiths
Susie Q	S. J. Remnant
Taconite	W. E. Boeing
Tecora	F. Deeley
Tempe	H. J. Walker
Temptress	J. H. Michelmore
Tina II	J. W. Montgomery
Trusant	J. Scott Baxter
Typhoon	V. C. Spink
Underwing	D. Bartels
Valerie II	F. G. Marrington
Walvermar	W. W. Lewis
Waverly II	W. A. Arnold
White Iris	R. M. Ashby
Wilco	H. E. Wilcock
Windsor	V. C. Spink

CAPITAL CITY YACHT CLUB

Moorings: Canoe Cove
 Victoria, B. C.

M. C. Watts Commodore

G. L. James Secretary

1210 Wharf Street
 Victoria, B. C.

Boat	Owner
Alcopa	Jack Lamb
Alibi	Bethell, W.
Ambassador IV	R. Broughton
Ambassador IV	H. Morgan

Aquarius II	T. Dickinson
Aquarius II	G. W. Dunn
Arandee	Dr. A. Francis
Astore	A. Slater
Atlast	J. A. Bostock
Awaywego	J. M. Porter
Barbara Too	M. Atkins
Bluefin II	R. A. Lipsay
Cameo	N. Findier
Calypto II	S. Roberts
Capo	F. Irving
Capo	D. Lewis
Carmania	D. H. McKay
Christine	E. Liddle
Christine II	Dr. C. M. Henry
Claimarioje	M. C. Walt
Clipper	A. H. Tyrell
Coileen	C. A. Holloway
Daisy	J. W. Brooks
Deja	J. H. McLain
Doanne IV	R. I. Walker
Dormer	J. Burridge
Doreen	J. T. Hamilton
Dulowna	O. Fowler
Dyne	F. H. Harrison
Edna Elaine	Jack D. Smith
Eileen G.	H. Gladwell
Figit	D. J. Dangerfield
Golondrina	E. J. McLoughlin
Graham Belle II	W. H. Graham
Halcyon II	M. Green
Hermeva	Dr. H. B. Wood
Hi-Seas	V. W. Griffin
Irene	A. Lock
Isabell L.	A. J. Saunders
Jeanee T.	A. McKay
Jeanie	Fred C. Chivers
Jericho	A. W. Whittingham
J. H. & E.	E. Hutchinson
Joan II	Dr. W. Sturdy
Jo Mar	H. F. Rogers
Josephine	B. W. Davies
Kaitlan	H. R. Johnson
Kitgard	E. N. Liorsch
Koala II	H. Henderson
Ko-Ko	N. P. Hocking
Lady Ann	R. B. Proctor
Lady Hilary	G. E. Percy
La-a-buoy	W. Waterton
Lenore	J. Selkirk
Lilloet	C. A. Lowe
Looard	Henry Hofnar
Lotofun	A. A. McNab
Manana	R. S. Olson
Mandalay-B	H. B. Olson
Manuaki	L. Glazan
Maple Leaf	Donald Butt
Mavon	A. Pednault
Meko	Dr. V. B. Taylor
Midnight Sun	J. Ormond

Moondrift	F. M. Bennet
Morning Flight	C. C. Head
Navajo	R. V. Hocking
New Construction	O. Corbett
New Construction	E. Philbrook
New Construction	F. W. Plimley
New Construction	E. Rainsford
New Construction	H. J. Sim
Nirvana	F. B. McLeod
North Star	J. S. Skillings
Onoway	Lt. Col. M. A. Kent
Orwell	Ken Oliver
Panda II	Brown, H. A.
Phoenix	Miss I. Deakin
Phoenix	C. W. Kinlock
Reina Del Mar	G. S. Smith
Riptide	Alexander, A. H.
Roberta	R. Halls
Robyn Adair	R. W. Roof
Romax	J. E. Sewell
Royann	R. W. English
Saga	Dr. C. N. Westwood
Sea Biscuit	W. H. Bradley
Seafever II	F. W. Gibbons
Sea Haven	H. C. Cross
Sea Leaf	G. S. Sparling
Sealeavell	A. S. Powell
Scapu	J. M. Taylor
Seaway	E. H. Kolb
Siesta	P. Pitt
Stranger II	E. Lewis
Sui-Cin	L. F. Lamb
Tejos	S. Moore
Tethys	E. Philbrook
The D & D	T. Dickinson
Thetis	L. MacKenzie
Tikoma	H. A. Blodgett
Totem	J. H. Palmer
Tryit	R. Williams
Tum Tum	C. P. Connerton and Glen O. Smith
Tuya	L. Mara
Twin Isles	H. L. Sangster
Vagrant	L. Peiland
Ventura	A. Richardson
Wasco	D. Moor
Ysidro	E. H. Henshall
Zandra	Norman Hill

DEEP COVE YACHT CLUB

Moorings: Deep Cove on
Burrard Inlet, B. C.

Capt. Donald Smith	Commodore
William S. Mitchell	Secretary
Deep Cove Post Office	, B. C.

Boat	Owner
Acamus	Capt. G. Foy
Charanne	Chas. Naughton
Deoch an doris	W. S. Mitchell
Ladybird	W. Norcross
Lynn	E. Bond
Marspray	Prof. J. R. W. Young
Scamp	Stan. G. Lewis
Sunnyboy	Fred. Rushworth

KELOWNA YACHT CLUB

Water Street
Kelowna, B. C.

Dr. Gordon Wilson	Commodore
John Parsons	Secy-Treas.

Boat	Owner
Anwolek	C. G. Renfrew
Banshee	Bruce Paige
Barbaree	A. H. Edwards
Beatrice	S. Turri
Doris N.	John Godfrey
Falcon	Fred Fields

Flying Saucer	Jud. Ribelin	
Frolic	Earl Murcheson	T. Buckingham
Hi-Ho II	Jack Treadgold	T. Kirkland
Holiday	Dr. G. M. Wilson	G. Parsons
Hurricane	Jack Murray	R. Douglas
Kasamakukas	C. M. Horner	R. Telosky
Kia-Oro	D. L. Hayes	K. Hunter
Lavella	C. D. Newby	J. Wells
Metinota	L. A. C. Panton	R. Peters
Misi Kelowna	A. J. Jones	N. McLellan
Noname	T. F. Fumerton	C. Helmer
Orchard City II	C. H. Neale	L. Murrell
Outboarder	E. Giaborne	E. Bates
Phyllis	T. H. Hill	Twin Sails
Pussy Willow	G. W. Haug	Warrior
Rio II	C. O. Boake	Whani Whani
Ruthmay	Dr. A. W. Brown	Windsong
Shorthorn	Milt Bailey	R. Dougans and S. Pope
Silver Spray	D. G. Loane	Wisp
Star	Lloyd A. Jones	G. Mason
Sylvia	B. V. Hubble	
Tarpon	G. W. Sutherland	
Taxi	J. Chambers	
Trusty	John Kitson	
Turtle	Frank Turton	
Two Stroke	Geo. Porter	
Unmentionable	Humphrey Blake	
Windrift	M. Butler	

MAPLE BAY YACHT CLUB

Maple Bay, B. C.

A. Larkin	Commodore
G. A. Maggs	Secretary
Mailing Address: RR 1, Duncan, B. C.	

Boat	Owner
Aileen	G. H. Patton
Bonnielle II	Chas. Patey
Cawarra	C. E. Bromilow
Elvane	D. Butt
Ferranda	H. J. MacDonald
Fifty	C. T. Pitt
Flora	F. W. Holmes
Gwyndy	R. T. Farmer
Haida Princess	Dr. O. Quallie
Lynda D.	R. A. Thorpe
Martini III	F. Lepose
Morning Flight	Dr. J. Coleman
Pindi	Col. J. Cochrane
Seagull	J. C. B. Keane
Thunderbird	W. B. Harrison
Toquillat	A. R. Mann
Victory IV	E. D. Stone
Wahoo	W. Mitchell
Wings	W. B. Kitson

NANAIMO YACHT CLUB

400 Newcastle Ave.

Nanaimo, B. C.

Shelby M. Saunders	Commodore
Geo. F. Wilson	Secretary
85 Wallace St. Nanaimo, B. C.	

Boat	Owner
Aileen	G. H. Patton
Albatross	D. H. Baker
Alsan	Chas. Hamilton
Awgwan II	R. H. Dunsmore
Belinda	Jos. Addison
Betsy	J. Grassick
Biker	Stan Blackburn
Blue Haven	R. H. Leighton
Blue Heron	Dr. C. C. Browne
Bonnie Dundee	J. C. Edington
Crest	A. Rawledge
Dawn	J. Stevens
Dawn IV	A. W. Kennedy
Dixie	E. B. Wilson
Flirt	S. M. Saunders
Foray	Jim Allan
Fury	R. W. Maki
Garfan	J. Espitalier
Helen Grace	H. J. Welch
Hurrier	A. B. Cleveland
Icarus	W. E. Canavan
Jimbar	N. Thompson
Jolly-Mac	Ed Dermott
Jovon	J. L. Thompson
Julyn	W. J. Bennett
Kilovar	C. W. Nash

Lady Ann.....	Geo. Tuddenham
Lady Luck.....	A. C. Whitehouse
Latonia.....	Chas. Lenhart
Mee Too.....	L. H. Hinton
M. V. Loueda.....	H. E. Snider
Nifty.....	A. Knight
Nifty Girl.....	W. Sorenson
Nordon.....	N. Wheatcroft
Perlita.....	R. F. Thorstenson
Philomar.....	C. W. Swanson
Play Boy.....	A. W. Harding
Quandry.....	S. M. Saunders
Shag.....	F. Foster
Shangrila.....	A. Bell
Sheju.....	A. D. McAllister
Sinbad The Sinner.....	K. T. Guest
Tang.....	J. Lanson
Texada Queen.....	G. Dougan
Thalassa.....	J. Espitalier
Typhoon.....	J. A. Crossan
Ula.....	Artimus Craig
Wenlyn.....	W. Low
Whirlaway.....	W. F. Mathews
Wilberwin.....	W. W. Nash
Zephyr.....	A. R. Glen

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Ocean Falls, B. C.	
Ray Shorter.....	Commodore
R. G. Dudley.....	Secretary
P. O. Box 632	
Ocean Falls, B. C.	

Boat	Owner
Ahti.....	A. Cadorin
Benem.....	J. H. James
Beredeld.....	W. Ahola
Blodwyn.....	N. Lee
Blue Gull.....	J. M. Heaps
Blue Goose.....	J. Sutton
Bonnie Ann.....	E. Colton
Buccaneer.....	W. Calhoun
Buddy.....	Orin Hubert
Carmona.....	M. Mohyla
Charmer.....	S. Young
Discovery.....	J. Wainwright
Dolphin.....	W. Wapman
Elmena.....	G. T. McPherson
El. Ruth.....	H. Beise
Fairy Maid.....	J. Gilgour
Falcon.....	C. B. Dennis
Fern.....	D. Clarkson
Flying Lady.....	M. Rosenke
Gunhilde.....	G. Harmon
Gwen Dee.....	Geo. Lee
Ivie.....	O. Weber
Judy.....	G. Anderson
Kathy.....	N. Danahin
Lady Eileen.....	D. Stott
Lagger.....	H. McGill
Lisi Rae.....	Bud Hutton
Lorelle.....	J. Cochrane
Maisy.....	D. W. MacDonald
Manadalay B.....	J. Humphries
Maybe.....	T. W. Phillips
Marellyn.....	W. Carlyle
Mariou.....	D. Dumessil
Merry One.....	R. G. Dudley
Minnow.....	S. B. Edwards
Nona.....	H. Saffarek
Northwind.....	C. De Clercq
Phillis C.....	P. Chatt
Randine.....	R. Chapman
Sailor Jack.....	A. Williamson
Sea Wolf.....	E. Hunter
Sophia W.....	M. Wall
Starlight.....	O. D. McLeod
Sutherland.....	A. Robertson
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Ursa.....	R. Shorter
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Voyageur.....	A. Morrison,

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Prince Rupert, B. C.	

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Doremur.....	G. Daniels
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Evie.....	A. W. McBroom
Full Moon.....	Dr. W. S. Kergin
Harla.....	C. Michaloff
Little Toot.....	C. J. Currie
Marion C.....	Columbia Cellulose
Marjorie.....	J. S. Wilson
Nancy.....	Geo. Hill
Northern Cross.....	
Diocese of Caledonia.....	
P.M.L. 4.....	Game Department
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Rudon.....	Dr. L. M. Greene
Shadrack.....	Dr. A. W. Large
Skylark.....	R. McCarthy
Topolobampo.....	C. F. Hallan
Yaloa.....	Dr. R. G. Large

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Domo.....	Lt. H. Moist
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Nova.....	Lt. Cdr. P. H. Sinclair
Nymph.....	Lt. Cdr. J. H. Marshall
Olna.....	Lieut. J. Goudy
Pal.....	Petty Ofcr. J. K. Luke
Promise.....	Chaplain G. L. Gillard
Red Start.....	Lt. Cdr. J. H. Mar-
Saucy Ann.....	Lieut. W. L. D.
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Garrison.....	
Idolours.....	
Invader.....	
Jacamar.....	
Jean L.....	
Jervis II.....	
Jo-Leen.....	
Judy Ann.....	
Kennett II.....	
Kia-Ora II.....	
K. 10.....	
Kitamike.....	
La Beverte.....	
La Caprice.....	
Lady Isa.....	
Lamaichi.....	
L. & H.....	
Latona A.....	
Lei Lani.....	
Leola Vivian.....	
Little Jean.....	
Mallard.....	
Mamita.....	
Maracaibo.....	
Margaree.....	
Mary Grace.....	
Melele.....	
Merrimac.....	
Mikibara.....	
Ministik.....	

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3811 Point Grey Road Vancouver, B. C.

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G. A. Cran..... Secretary

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Aleta.....	Morris Wilson
Aljo.....	J. G. Chutter
Alaka.....	J. M. Mutch
Alola.....	J. M. Kerr
Alva May II.....	W. K. Russell

Aquajoy..... E. L. Boultbee

Arandee..... Dr. A. Francis

Ardronan..... B. Montfort

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Blue Moon..... K. G. Clark

Bo Jo..... R. R. Bell

Bonaventure..... C. H. Hudson

Brenhines Y Mor..... R. A. Osborne

Caprice..... K. A. Cruise

Carousel..... R. D. Welch

Casa Mia..... Geo. Reifel

Celaeno..... F. G. Sweet

Cherfoli..... J. Root

Cito..... R. H. R. Young

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Cleodoxa..... S. Morton and

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Companero..... T. P. Barnett

Condor II..... G. G. Fleming

Cora May..... Ernest H. Riddle

Coronita..... Dr. H. L. Alexander

Corsair..... W. K. Sulley

Coryels..... J. V. W. Phillips

Couquette..... A. Weeks

Cub..... C. J. Dill

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Danae..... G. R. Hackett

Daveth..... D. Rolfe

Deindre II..... Dr. W. F. Emmons

Dorisar..... L. C. deMerrall

El Clare..... A. C. Nixon

Eldee..... J. W. Wilkinson

Far West..... Dr. M. Johnson

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Framac..... J. H. Jones

Frankor..... R. H. Angus

Free Enterprise..... W. T. Money

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Geva II..... G. E. Morrison

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Jacamar..... B. Atkins

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Jervis II..... E. W. Sampson

Jo-Leen..... J. Jenkins

Judy Ann..... E. D. Judson

Kennett II..... T. H. Wright

Kia-Ora II..... Dr. R. E. Anderson

K. 10..... F. R. Killam

Kitamike..... H. M. Davidson

La Beverte..... H. A. Jones

La Caprice..... H. A. Jones

Lady Isa..... J. G. Phillips

Lamaichi..... R. Ginn

L. & H..... S. Darnbrough

Latona A..... O. H. Bell

Lei Lani..... J. R. Smith

Leola Vivian..... Dr. A. R. Anthony

Little Jean..... C. H. Corkum

Mallard..... R. A. Buchanan

Mamita..... H. Rendell

Maracaibo..... Dr. C. T. Billingsley

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Melele..... M. A. Stewart

Merrimac..... J. McAndless

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 Little Toot Stewart McIntosh
 Loon A. D. Crease
 Lucania D. McKay
 Lychee J. D. Gooderham
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 Mandalay B. H. B. Olson
 Manukai R. F. Castle
 Manyana R. S. Olson
 Margaret D. A. Wright
 Maudrine H. G. Reynolds
 May D. E. P. Ashe
 Medosa Capt. R. L. Jermain
 Meko Dr. V. B. Taylor
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 Mintaka W. Barrett
 Mirrabooka R. S. Dundas
 Misty Glow D. J. Lawson
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 Mosca L. A. Genge
 Moya F. W. Francis
 Nirvana F. B. McLeod
 Nomad A. de Meillin
 Nomana W. G. McIntosh
 Northern Light H. L. Sangster
 One Seagull Dr. E. C. Hoodless
 Onoway D. Anstey
 Orwell Kenneth Oliver
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 Panda II H. A. Brown
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 Pirate D. G. Roberts
 Play Girl F. W. Craig
 Polaris Don P. Rapinos
 Redskin A. W. Bell
 Richmond II F. J. Holdom
 Ripples W. Thomson
 Ris-K. J. Moran
 Rogue E. B. Christopher
 Romany Spirit P. W. Townsend
 Rosawill Dr. W. S. Simpson
 Roscrans G. G. Share &
 Dr. W. N. Westwood
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 Sea Chum Dr. G. H. Knowles
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 Sea Mite K. L. Boorman
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 Snark A. W. Mackenzie
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 Spartan III P. F. Thornton
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 Vanguard A. & J. Nelson
 Varuna E. L. Rainsford
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Vixen H. Scholes
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 Weald John A. Meade
 Wee Joe M. Lifton
 White Wings I. Williams
 Zair D. E. Dicker
 Zephyr I. I. Kenning
 Zephyr II. J. Woodward

Tsolium H. J. Burnett
 Valbrian II E. McDermott
 Waloli Greg. Collier
 Wendy B. W. A. Bain
 Westwind Paul Zuest
 White Caps Tom McMillan
 White Witch Geo. H. Ingham
 Windigo R. White
 Wind Song M. Lambert
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WEST VANCOUVER YACHT CLUB

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 West Vancouver, B. C.
Vera Kirby Commodore
Mrs. F. Wallace Secretary
Sherman P. O.
 West Vancouver, B. C.

Boat **Owner**
 Aleta N. F. Pullen
 Aquilla C. Phillips-Wolley
 Anna Lisa Percy Sandwell
 Allegro R. E. Wall
 Blue Wave C. D. Campbell
 Blue Moon K. G. Clark
 Blue Moon Stan Wilson
 Bonita J. M. Denny
 Cara-Name D. Chadwick
 Carita II W. A. Roedde
 Carpe Diem H. R. Malkin
 Corsair I W. K. Sully
 Danni B. S. C. Boulding
 Dianna Lee G. Chambers
 Everywhere Ralph Vittery
 Eglington J. M. Main
 Flying Tiger F. T. Orchard
 Glennifer K. F. Main
 Go-Getter C. Roe
 Gwen V. R. Kirkby
 Happy Daze S. B. Smith
 Hi-Jack J. Stewart
 Horl C. S. Martin
 Inez D. Barracough
 Interlude J. W. Gillson
 Janey G. A. M. Russell
 Judy-Lee C. H. E. Williams
 Kalliste H. Wrohan
 Kinkanap Less Holloway
 Kitamike H. Davidson
 Lady Doris Harry Collins
 Lady Hilary G. E. Percy
 Latona A. O. H. Bell
 Lane H. L. McCulloch
 Lovy L. Ratner
 Lulu-Belle Ted Fulcher
 Maureen M. W. J. McLaughlin
 Nightmare W. M. Spouse
 Noremac P. Hoffar
 Osprey June R. Smith
 Pal Basil Crawford
 Pateran C. Waterton
 Placebo II Dr. C. H. Ridley
 Puto E. C. Cartmell
 Putzy H. P. Furniss
 Ray R. C. Rolston
 Red Wing J. Trueb
 Scissor Bill M. Smith
 Sea Daze R. A. Harrett
 See Weed F. Davies
 Shalomar Dr. H. G. Baker
 Shandy A. M. Harper
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 Sinbad Jim Chapman
 Snow Goose Stan Huntingford
 Southern Cross R. Goldie
 Spray P. C. Walton
 Starquest R. P. De Wolfe
 Streamer W. A. Walton
 T23 W. H. Turner
 Tee Pee E. J. Charlton
 Tiki Dick Horwpool

Alaska

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Clara Van Wert Secretary
J. B. Burford Financial Secy.

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 Bifocal Dr. D. D. Marquardt
 Blueboy W. L. Nance
 Cordilla D. Trevor Davis
 Dough Boy Dr. J. O. Rude
 Hyak J. Simpson MacKinnon
 Jazz Cash Cole
 Jo-Don Robert W. Cowling
 Messinger Ray Westfall
 Monterey Jack Westfall
 M. V. Taku J. B. Burford
 Nylic Keith Wildes
 Ourluck Minard Mill
 Silver Spray J. Wayne Johnson
 Tinker Earl Hunter

KETCHIKAN YACHT CLUB

P. O. Box 1045
 Ketchikan, Alaska

Dr. W. E. Peterson Commodore
Robert Baker Secretary

Boat **Owner**
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 Beats Me Max W. Anderec
 Betty S. J. E. Diamond
 Clipper Jim Church
 Diaz Perry Yates
 Doris L Gordon Bordine
 Elane Earl Lane
 Ellen B. W. H. Barton
 Endeavor Amos Burg
 Escape Henry Henn
 Gallivanter M. J. Bucey & F. Larsen
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 S'Haha Dr. R. W. Carr
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You receive a special brand of service with the finest brand of fuels and lubricants at these Union Oil marine docks located in convenient Pacific harbors.*

Friendly Union Oil dock operators take personal pride in giving your equipment thorough and systematic attention. They will show you how you can lower maintenance costs and boost engine performance by servicing your marine engine *regularly* with the proper fuel and lubricant.

76 WHITE GASOLINE DIESOL FUEL
7600 GRADE 80/87 GASOLINE
TSX MOTOR OIL TRITON MOTOR OIL

UNION OIL COMPANY OF CALIFORNIA

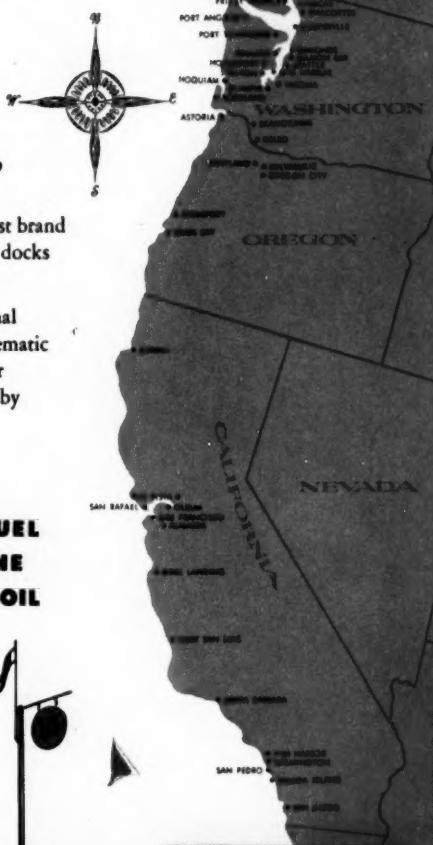
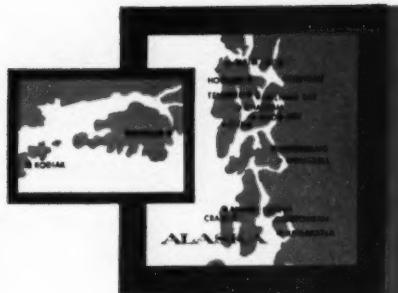
*Union Oil marine products are also available in Puntarenas, Costa Rica; in most principal west coast ports throughout South America; and in the Far East.



WILMINGTON
Cerritos Channel
Main Channel

SEATTLE
Pier 71
Lake Union

SAN PEDRO
Main Channel
West Channel





Straight Steers by Skipper

Blast me if this engine doesn't seem all washed out. It's lost its pep and power, Skipper. Been using a lot of oil lately, too. And I had it overhauled just a short time ago. Guess I'll have to forget that cruise next week.

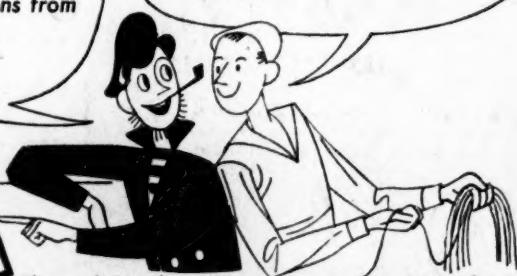
Mate, what you need is Heavy Duty RPM Motor Oil. I've told you that it doubles engine life —the time between major overhauls due to lubrication. Now case histories from users confirm it. So, take my advice and switch to Heavy Duty "RPM" today.



Remember, too, that you'll get better-balanced performance from your engine with Chevron Gasoline. It gives you smooth, even power under all conditions. You can get Chevron Gasoline and Heavy Duty RPM Motor Oil at 273 Standard Marine Stations from Mexico to the Aleutians.

Thanks for the tips, Skipper. From now on I'm going to use Chevron Gasoline and Heavy Duty RPM Motor Oil, and make sure of getting the most from my engine at least cost!

**STANDARD
MARINE PRODUCTS**



STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DIEGO OILS RPM MOTOR OIL
RPM BREAKERS RPM OUTBOARD MOTOR OIL RPM OUTBOARD GEAR LUBRICANT

F.M. C. CHEVRON—RPM—RPM DIEGO, REG. U.S. PAT. OFF.